GRAND PRIX INTERNATIONAL

THE 1984 GUIDE TO FORMULA 1

Inside Grand Prix Racing

THE WHITE STUFF

Swedish Rally' 84

WATTIE'S WOES

An exclusive interview with John Watson

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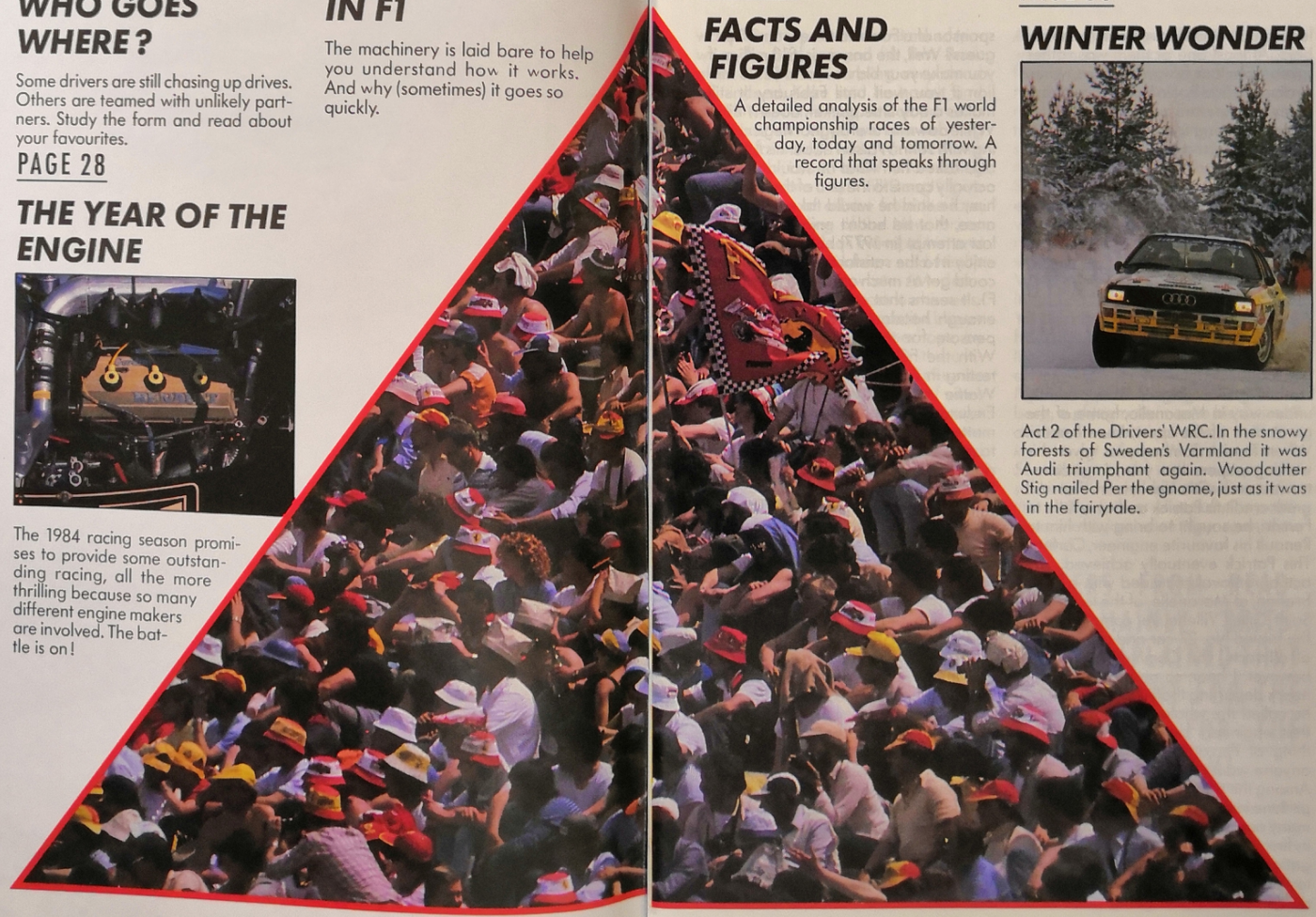

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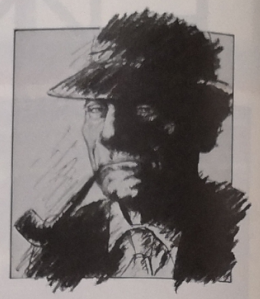
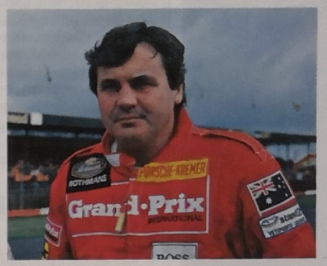
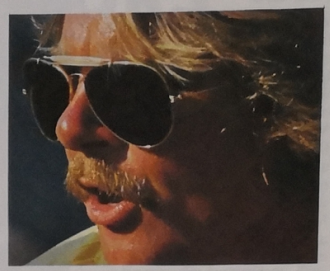






by Keith Botsford

The off season usually brings waftings of rumours and general greetings from the Antipodes, a land recently described to me as "the home of shirt-lifters and freckle-pinchers." Down there, our old friend Alan Jones is apparently busy running down rabbits on his ranch, buying property in Brisbane, making money and feeling lonesome for the corral he once graced. Not that Alan hasn't got his claws into the motor racing world, a world in which – in Australia at least – he's lost some little bit of his erstwhile popularity. Why? Well, it seems that after his 1982-1983 run-ins with the local sporting authorities about the legality of his car, Alan has been letting off steam about what rubbish Australian car racng and its panjandrums are. My Aussie sources assure me that Alan is dead right, but that sort of thing doesn't usually get said Down Under.

While chatting, I asked what the likelihood of an Australian Grand Prix was. My interlocutor, not Alan, said curtly, none. The problem would seem to be that the risks (financial, of couse – we don't speak of any other kind on F1) in transporting so many men and machines half way around the world are simply too great; so is the competition for the Aussie dollar from other sports. It seems it's a case of surfeit down there. Which goes to show that Down Under is growing more and more like the United States every day. Or is it the other way round? Passing by the *Sunday Times* office on my way to South America last week I saw exposed on an editorial wall what must be the ultimate Murdoch-type headline: HEADLESS BODY IN TOPLESS BAR. No prizes for inventing the best SUN/N.Y. POST headline for our sport: after all, we have a number of people in the sport prone to lose their heads and, doubtless, some of them have been to topless bars. At least one of them was rather taken aback, a few years ago, when circling the São Paulo Hilton (one of our many unregretted past venues) to be handed, among the many calling cards he was proferred to attest to the lady's cleanliness and satisfactory ministrations, one of his own calling cards. It seems some wag had left it on a previous engagement. So he said, anyway.

WATTIE SAID HE'D BE HAPPY TO GO BACK TO CLUB RACING, IF HE HAD TO.

Further *grand guignol* is apparently under way in Maranello, home of the great diva of the sport, Enzo Ferrari. When Patrick Tambay was given his walking papers last year, in circumstances and with behaviour that did great credit to Patrick and very little to Ferrari, he sought to bring with him to Renault his favourite engineer, Carletti. This Patrick eventually achieved. The actual removal coincided with a celebration, at Maranello, of the legend of Saint Gilles Villeneuve, complete with the fabled No. 27 car and testimonials of all sorts. The *Commendatore* was however, I hear, so upset at his engineer's departing that in a fit of outrage he called the whole thing off. It seems that engineers don't do that sort of thing at Ferrari. I mean, how could anyone want to work elsewhere?

Among the tidbits of wit I heard was the pit-lane in Rio was laying bets as to how many parts would fall off a Ligier during its first (and very few) practice laps. You got no odds for under ten. Much more to the point, however, is the following riddle: What is the going price to a sponsor of a Formula One team? Can't guess? Well, the answer is: $10 million if you make your bid now, and $2.25 million if you wait until February. It still makes a tidy little packet, doesn't it?

While down in rural Bognor Regis chatting with John Watson about his future, I also asked him what he would do if F1 actually came to the end of the road for him; he said he would take up Endurance, that he hadn't enjoyed it on his last attempt (in 1977) but that he might enjoy it to the satisfaction of all if only it could get as much adrenalin flowing as F1. It seems that only in F1 do you get enough headaches in a day to compensate for the tedium of the track. With the FOCA charter heading for testing in South Africa as I write, and Wattie still unsigned by Brabham, Endurance it might have to be. For that matter, John said he'd be happy enough to go all the way back down the scale, right down to club racing, if he had to. Not many drivers retain that love of pure racing after a decade in F1.

One who does is Derek Bell, with whom I dined in Pagham on the way back from Bognor. Derek, who is to write a series for us comparing F1 cars with their top-of-the-market sports car equivalents, was being that night very much the gentleman of leisure. He'd spent the afternoon watching his son taking a motor-bike cross country (not having one of his best days, but very promising according to Derek, but what actually entranced him was the under-ten division, legs splayed, leathered to the nines and being pushed into paroxysms of projected risk by eager fathers. Rather like team bosses, I thought.

A telephone call from Keke Rosberg announced that he felt fit again for the coming season, but couldn't really say that he was fully cured (of bachelorhood, yes; of hepatitis, no). A point that was promptly proven when I asked him when he had enjoyed his first drink after his illness. Sounding very dead par indeed, Keke said he hadn't and couldn't: not until August. Compared to the good old days, we are heading straight for trouble in F1: Frank Williams the teetotal, Lauda and Watson eating magical potions from Willi Dungl? I give them a piece of advice from the late, great A.J. Liebling of the *New Yorker*. Talking about a dear friend of his, and trencherman, who'd been sold health by his wife, Liebling wrote: "Moderation began its fatal inroads on his resistance. My old friend's appetite began to loaf. He commenced, perhaps, by omitting the fish course after the oysters, then began neglecting his cheeses and skipping the second bottle of wine. What always happened. The damage was done, but it could so easily have been averted had he been warned against the fatal trap of abstinence."

While still on the subject of trenchermen (good) I am happy to report that the ever-smiling Jacques Laffite is *not* in trouble at Williams as reported hither and yon. He has lost his appetite *pas du tout*: neither for food nor for racing. This rumour, as so many, began in Italy: you put your ear to the ground there and you come up with flock and feathers.

The Swedes, always piqued by any slight to their national heroes (they do not grow that thick on the ground), were particularly incensed at what they consider the unchivalrous behaviour of the Audi team. On the last night of the Monaco Rally, Blomqvist, the hero in question, lay behind Röhrl, and made – the Swedes contend – no effort to overtake his team mate. Between Monaco and Sweden, the next round, much was made of this on Swedish television; accusations of dishonest behaviour by Audi team manager Roland Gumpert were bandied about freely and bad feeling rose to new phlegmatic Swedish heights. For his part, Blomqvist announced locanically that his compatriots had got it all wrong: "Röhrl was simply quicker than I was," said he. It reminds me of some letters I got after South Africa, when a number of readers, Brits mainly, complained that Piquet went for the championship and not the race. At least in F1 nobody said Patrese was quicker than Piquet.

While in New York, I had an opportunity to find out just how much the New York Grand Prix means to New Yorkers: from that paramount source of journalistic information, the New York taxi cab driver. *"Yeah, the New York Grand Prix, I've heard of that,"* said Mr Saul Goldberg, a phlegmatic man in his sixties. *"I don't know what it's all about. But I sure know a lot of people are against it. Something to do with environmental solutions. I mean, look at Concorde. For that matter look at what pollution politicians make just when they open their mouths."*

LETTERS FROM READERS, MAINLY BRITS, WHO COMPLAINED THAT PIQUET WENT FOR THE TITLE, NOT FOR THE RACE, AT KYALAMI.

Armed with that wisdom, I checked with the New York office of the Grand Prix, surprised to hear it was still in operation. *"1984?"* a Mr Kaplan said. *"No way in 1984. But we think it will take place in 1985."*

What happened was that the NYGP passed its first environmental test with flying colours. All were in favour. But then, *"at the 11th hour,"* the city realized they might be liable to lawsuits (which are as common in New York as bugs in Mexican soup) and decided to put it through a second stage. That naturally upset the original investors, who backed out of the extra expense involved: not to speak of the loss already made. *"New York, as you probably know,"* said that Mr Kaplan, *"is not particularly hospitable to the automobile."*

That being the understatement of the age, I asked what the future really held for the NYGP. I was told that the chairman of the Queens (the borough in which the GP was to be held) Arts Committee was all in favour. F1 an art? A piece of garden sculpture maybe? Persisting, I asked if the race now had new finance. *"Yes,"* said Mr Kaplan. Part of it being old finance. Did he mean the same Canadians who were in on the deal from the start? *"I wouldn't like to answer that question,"* he answered, *"but the money for the next stage of studying the environmental impact is available."* And the NYGP office soldiers on, the Mayor still supports the project and the NYGP people think that having CART over in New Jersey is going to help a whole lot: to make New Yorkers car-conscious. *"Maybe I've been brainwashed,"* said Mr Kaplan, *"but I think of cars going down Fifth Avenue during some festivity, lots of people watching on television. After all, when you think of the running marathon, only 150 people turned out to watch the first one, and now it's big business".* So what didn't happen in 1983, and now can't happen in 1984, might make it in 1985. I'm all in favour. Better F1 down Fifth Avenue than the IRA. □

LOW-LINE FERRARI C4 FOR RIO

With photographers banned from Enzo Ferrari's press conference in Maranello on February 16 (flash bulbs are disturbing when you've just turned 86 years old) and an Italian driver on the Marlboro-backed payroll for the first time in ten years, the announcement of the latest Ferrari F1 car was a distinctly nervous occasion.

Michele Alboreto responded appropriately with a minor accident and a spin when he took the new car, the 126 C4, out on the Fiorano track for the first time. Next day his teammate René Arnoux soon demonstrated the potential of the C4 by setting a new outright Fiorano lap record, faster than the best time ever set there with a ground effect car in 1982.

In concept the C4 is very similar to (and 10 per cent lighter than) its C3 predecessor, which was introduced as recently as July last year. The layout of the radiators and intercoolers has been modified to improve cooling, and the V6 engine now has an efficient Marelli/Weber electronic management system: power is now 660 bhp at 11,000 rpm. The most important change, however, has been to lower the engine in the car by 2.5 cms, visibly improving the airflow over the rear of the car and its all-important rear wing.

Asked about a possible return to racing by Didier Pironi, Ferrari responded that he would be happy to provide a third car if the Frenchman fully recovered from the effects of his 1982 accident. *"Unfortunately Pironi's situation is difficult"*, said Mr Ferrari, *"and at his age there are many other things that he can do with his life that do not involve racing cars"*.

Lauda: through the courts

NIKI GOES TO COURT

When it comes to business, no one plays games with Niki Lauda. His latest confrontation involves litigation with no less an entity than France's Dassault Aviation, with whom he is locked in a breach of contract case. It seems that Niki and Dassault reached an agreement last year for him to purchase a Falcon 200, the ritzy 15-seater executive jet, for a sum of 64.5 million francs (£ 5.5 m). In December the French company wrote to inform him that it would not be possible to honour the contract *"for reasons which are not attributable to you."*

Niki failed to see things the Dassault way. In accordance with the agreed terms and conditions he proceeded to transfer an instalment of 14 million francs, as required by the contract, to Dassault's designated Zurich bank account. Dassault again demurred, and Niki has started proceedings for damages.

The latest news is that the Austrian will also be suing in connection with a sum of money that he had already paid out in Austria. And we hear from Bordeaux (where Dassault is based) that a judge is now considering his verdict while the plane itself has been put under a sequestration order.

UNCLE KEN'S DOUBLE GAMBLE

It was an exceptionally (English wine only!) dinner in London last week at which Ken Tyrrell confirmed that he would be racing two cars in 1984, despite the complete absence, for the time being at least, of commercial sponsorship. There will be two 012 chassis ("the best car we've ever built, incidentally") painted in the blue livery familiar from the great, dead days of Elf sponsorship, and decorated with Union Jacks.

Brundle: Ken chooses British

The leadership of the team will be in the hands of 24 year old ex-F3 driver Martin Brundle, and the chances are that a second British driver will eventually join up. Ken would like to have John Watson, but can't afford him, and there is still a possibility that reigning European F2 champion Dr Jonathan Palmer will be recruited, although this depends on sponsorship. "It is unlikely that I will be able to announce the second driver until after FISA's deadline on February 28", said Uncle Ken, "but since the FISA people are incapable of announcing firm dates for all the 1984 GPs, I don't think they can complain too loudly".

As mentioned in GPI 74, Tyrrell is convinced that his Cosworth-engined car will come to the line at least 200 pounds lighter than the thirsty turbo rivals at some circuits. The ones where he expects Tyrrell reliability and nimbleness to pay off include Zolder, Montreal, Dallas, Brands Hatch and (perhaps) Fuengirola.

Adding to Ken's optimism was the recent discovery, by a young Cosworth engineer, of an unexpected "tweak" which will give a useful boost in horsepower to the short-stroke DFY version of the famous Cosworth-Ford V8 engine.

Looking every inch a likely champion is Ferrai's latest variation on the 126 theme, the svelte C4. René Arnoux and Michele Alboreto (behind) can't wait to gest their hands on it

EMERSON LOOKS STATES-SIDE

Frustrated by his experiences with the Spirit-Hart team in Formula 1 testing at Rio in January, Emerson Fittipaldi has also now withdrawn from negotations to join Ken Tyrrell's team. Nevertheless, Brazil's twice world champion is still determined to get back into big-time racing. Last weekend (February 26) he was due to compete in the so-called "Miami GP" round of the 1984 IMSA championship, at the invitation of Miami promoter Ralf Sanchez. Initially Fittipaldi had agreed to race in the accompanying Mazda "celebrity" event, driving an RX7, but as soon as Sanchez knew that Emerson was serious about racing again he invited him to share his own IMSA car, which is the March-Chevrolet that was used to win last year's rain-shortened Miami "GP" by reigning IMSA champion Al Holbert. It may be significant that Emerson's last appearance on an F1 podium was in 1980 at Long Beach, a street-circuit like Miami, when he finished 3rd. A full report of the Miami race will be published in the next edition of GPI.

ELF'S RACING POLL

The results of a poll by Elf reveal just how well French people respond to motor racing "names". The results show a particularly good reaction to French drivers, which is obviously highly satisfactory to Elf. It's also an equally good indication of the xenophobia for which the French press is notorious.

Prost, with 43 per cent, tops the "best known" list, followed by Arnoux (32), Piquet (23), Pironi (20), Laffite (18), Tambay (17), Lauda (12) and good old Jean-Pierre Beltoise, who last raced an F1 car a good ten years ago!

Next up are Ickx, Jabouille, Cheever, Jarier, Patrese, Rosberg, de Angelis and Fangio. Then it's Pescarolo, Villeneuve, Alboreto, de Cesaris, Stewart, Watson, Andretti, Clark, Hunt, Mansell and Scheckter, all with less than 10 per cent.

Quite what Rosberg (the 1982 world champion) feels about his status alongside a driver (Fangio) who retired 25 years ago, or even a deceased ace like Villeneuve, remains to be seen.

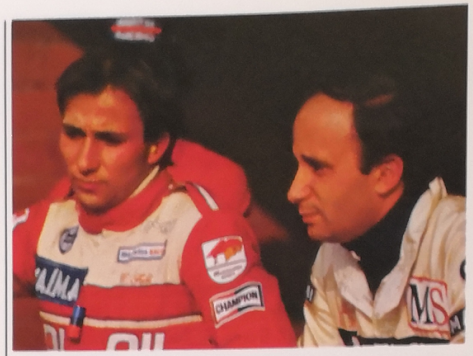
YOURS IMPATIENTLY...

This has indeed been a long winter, at least for those of us whose first love is Formula 1 racing. As we pointed out in our last issue, there has been a tendency over recent years for the world championship races to be compressed into an eight month period between March and October, leaving a longer winter interval for teams to prepare themselves. Considering the enormous speed of turbo engine development, and the sheer complexity of those engines compared with the once ubiquitous Cosworth V8, this extended off-season is welcomed by the teams and their hard-worked engineers.

Regardless of a certain rearguard action by one constructor, however, it must be obvious that the normally-aspirated Cosworth, with 16 active years of F1 competition and 155 championship F1 victories behind it, has at last been superseded. We say "thank you" to Ford (the enlightened company which bankrolled Keith Duckworth back in 1966) and look forward to the same manufacturer's promised new F1 engine.

In this issue we take a highly detailed forward look at the contestants in the forthcoming battle of the turbos. We continue to have some apprehensions about the escalating costs of turbo technology in general, and of "sacrificial" super- boosted qualifying engines in particular, but with seven entirely different turbos ready to race in the first round at Rio on March 25 it must be said that Formula 1 has never been so interesting as it promises to be in 1984. Roll on the next three weeks...

In rallying, too, the presence of major manufacturers and their high technology has generated unparalleled enthusiasm among the sport's loyal fans. On the basis of the first two WRC rounds – Monte Carlo and Sweden – Audi's four-wheel drive turbo-engined Quattro has demonstrated (not before time) that Roland Gumpert's faith was not misplaced. In the next issue of GPI we will be reporting from Portugal on round 3 of the German company's campaign, a battle from which Lancia, back to avenge Monte Carlo, has no intention of surrendering without showing that their approach has at least equal technical merit.



Corrado and Teo Fabi: two brothers fighting for a place at Brabham

BRABHAM: STILL UNDECIDED

According to Brabham owner Bernie Ecclestone, *"GPI probably knows more than I do"* about the identity of the second Brabham-BMW driver for 1984. We don't agree, but when we spoke to Bernie last week there was still no definite news of who would be joining world champion Nelson Piquet in the team this year.

As already mentioned in these columns, a strongly favoured candidate for the place last month was that quietly-spoken Italian Teo Fabi. Knowing that Fabi was, in theory anyway, already signed to drive for the works-supported Forsythe Bros Indy-car team, we hear that unemployed Irishman John Watson approached Bill Forsythe about a possible Indy-car ride. *"Sorry"*, was the reply John got: *"Teo is definitely racing for us here in America throughout the year"*.

If that is indeed the case (and American lawyers can be very persuasive about the immutability of signed contracts), then our tip for the Brabham drive is young Corrado, Teo's 23 year old brother. Corrado was the 1982 European Formula 2 champion, with a March powered (please note) by BMW, and he got very close to becoming a Brabham driver for 1983 after some excellent laps in one of Ecclestone's cars during the 1982/83 inter-season.

KEKE IN JAPAN

Only two weeks after returning from a successful test with Goodyear in Rio at the end of January, the Williams team with Keke Rosberg and Jacques Laffite were off to Japan for yet another series of tests. This time the objective was to work in close collaboration with Honda, supplier of the team's V6 turbo engines, and although Japanese photographers were permitted to enter the Suzuka circuit on one afternoon, we understand that the remainder of the test was carried out in complete secrecy. *"The main reason why we went all that way is because it is impossible to test secret parts in public"*, said Keke on his return. *"So please don't ask me exactly what we were doing behind closed doors..."*

Nevertheless, it is clear that the Honda engineers have a very concentrated programme of developments to complete before the specification of the 1984 engine is "frozen." There are continuing reports from Japan that Honda is working on an entirely new engine, purpose-built for F1 (unlike the F2-based V6), possibly even the long-rumoured V10.

Rosberg confirmed that the Suzuka test was *"purely for engine development"* and that although some useful work was done, the team was handicapped to some extent by poor weather. We also hear that the test generated lots of interest in Formula 1 in Japan, a good omen for the world championship race that will be held at Suzuka – which belongs to Honda Motor Co. – some time in 1985.

'HELLO, AMERICA'

The latest European-based F1 driver to face the hard reality that he won't be racing a Grand Prix car in 1984 is Bruno Giacomelli. Bruno (aged 31) has agreed to exchange a happy life shared between his homes in Brescia and Monte Carlo for a very different living in America, where he will be racing a Theodore Indy car for Hong Kong millionaire Teddy Yip. The Theodore team, having abandoned F1 at the end of last year, will continue to be based in Birmingham, England, where the Theodore Indy-car chassis designed by ex-Lotus engineer Nigel Bennett are built. No commercial sponsors have yet been announced.

Former Theodore driver Roberto Guerrero, the 25 year old Colombian, will also be racing an Indy car this year. He has signed a contract with Dan Cotter, owner of the March which Tom Sneva raced to his Indy '500' victory in 1983, and has already set some very promising times in tests at the Laguna Seca circuit in northern California. Chief engineer on the Cotter team's 1984 March is none other than Morris Nunn, the former GP entrant who brought Guerrero into F1 at the beginning of 1982 after he'd merged his Ensign F1 team with Theodore Racing.

Another ex-Ensign F1 driver who will be racing in the USA this year is Irishman Derek Daly, who has re-signed with the Provimi Veal-sponsored Indy-car team to race a March. Derek will be living in Indianapolis this year and tells GPI that he is "quietly confident" about his chances.

Although FISA president Balestre threatened at one time to boycott any driver who competed in the "pirate" CART Indy-car championship this year, we understand that a blind eye is (again) likely to be turned on any "rebel" driver who wishes to compete in FISA-sanctioned events this year...

BALDI'S SPIRIT-HART

Spirit Racing boss John Wickham has announced that his number 1 driver this year will be the 30 year old Italian driver Mauro Baldi. Winner of the 1981 European F3 championship, Baldi joins Spirit after two years in Grand Prix racing with Arrows (1982) and Alfa Romeo (1983).

The identity of Baldi's sponsor has not yet been revealed, although Wickham says that there is sufficient cash to run the Spirit – now fitted with a Hart turbo to replace last season's Honda – throughout the whole year. Baldi has already tested the car at Silverstone: "it was wet on the day we were there," says Wickham, "but we were at least as quick as Philippe Alliot who was driving the Hart-engined RAM at the same time."

Baldi: happy with Spirit

The future of would-be Spirit driver Fulvio Ballabio is less certain. The modestly-talented but well-sponsored Italian set disappointing times during recent tests at Mugello and Monza, and even if the Formula 1 Commission agrees at its meeting on February 28 to let him have a Superlicence, the problem remains of what car he will drive. "We would like to help," says Wickham, "but he cannot have the Hart turbo because our agreement with Brian Hart is for one car only. If Ballabio is allowed to race, we will probably have to buy a suitable Cosworth-engined chassis for him."

KYALAMI: NO SPONSOR?

South Africa's Kyalami circuit, which is due to host round 2 of the 1984 F1 world championship on April 7, has been going through a difficult period since the 1983 world F1 titles were settled there last October.

The first problem was a requirement by FISA that certain safety modifications and new pits should be completed in time for the race. We understand that FISA has agreed to postpone its demands as far as the pits are concerned, but now there is a major headache for circuit manager Bobby Hartslief over sponsorship.

Last year's race sponsor, the Southern Suns hotel and casino group, would like to sponsor the race, but may be unable to do so because the change of race date last year from March to October means that the expense of both the 1983 and 1984 Grands Prix would have to be met out of one year's budget. There are further complications arising from changes in SA taxation law.

Nevertheless, it is difficult to imagine the South African government allowing the Grand Prix to lapse. The race is the only genuinely international sporting event which now takes place in the homeland of apartheid, and is thus of great political value.

BL'S METRO BOMB

Presented in London last week was the eagerly-awaited four-wheel-drive MG Metro which will carry the colours of the BL group into international rallying later this year.

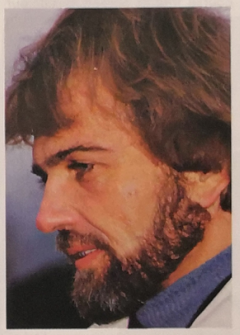
Code-named the 6R4, the little bomb is intended as an R&D exercise which will be entered in certain events, like the "Mille Pistes" in France, which cater for experimental vehicles. Eventually there will be "productionised" version of the 6R4, but it will not necessarily be in a Metro bodyshell.

The V6 engine, which is a 2.5-litre version of the light-alloy Rover V8, with two cylinders cut off, is mounted in what would be the back seat of a normal Metro. Power output, presently 240 horsepower, is expected to be increased eventually to 320 horsepower, but BL Competitions boss John Davenport is emphatic that turbocharging is not to be used.

A great deal of the work on the new car has been the responsibility of the BL-sponsored Williams F1 team. Williams designer Patrick Head has supervised the development of the special 4wd transmission and has collaborated with Bilstein, the German damper manufacturer, on the suspension.

The two drivers named for the Metro are Londoner Tony Pond and the spectacular Belgian Marc Duez. They will also be seen in several of this year's ETC (European Touring Car championship) rounds, sharing a works-backed Rover Vitesse.

AUDI'S PLANS



Gumpert: 'Audi will stay'

"We'll still be here in four or five years", said Roland Gumpert, Audi's competitions director recently when asked about future plans. There were rumours that a massive onslaught of competition in 1985 might frighten the Ingolstadt company away from the rally world, but Gumpert dispelled those doubts. Currently, the team is already working on the replacement for the new Quattro Sport which should make its debut on the Tour de Corse. The team is also to try Lancia-style superchargers and Gumpert has said that a new, single wheel hand brake would be fitted to the Quattro Sport. But if all four wheels are to be driven, what is the purpose of this brake? "It will be enough to brake one rear wheel", said Gumpert, who would go no further. He also admitted that the new 'short' Quattro Sports would be run as soon as possible, probably on the Acropolis, in order to draw comparisons with the current cars.

Safari Rally

KLEINT UNEMPLOYED

Former Opel works driver, Jochi Kleint, is currently unemployed. The talented German rally driver, who impressed spectators on the Monte Carlo rally three years ago and became a specialist in African rallying, recently lost his Opel drive, and was seen in close contact with Mazda and Audi personnel on the Monte Carlo rally. He had hoped to sign with VW Motorsport, but Sweden's VW importer made sure that Kalle Grundel got the drive. Now Kleint needs funds to buy a good drive.

SUPER SAFARI

Entries for the forthcoming Marlboro Safari Rally in Kenya (April 19-23) are already looking extremely promising. Here are the principal entries: Audi (Mikkola, Blomqvist, Mouton); Lancia (Alen, Preston); Nissan (Mehta, Salonen, Kirkland); Toyota (Waldegaard, Kankkunen, Munari) and Opel (Fréquelin, Aaltonen). And don't forget the four wheel drive Citroën Visas (Rio, Wambergue, Chomat) which could spring quite a surprise. The rainy season looks like being particularly hard, and the rally is likely to be very different from the usual, hot, dusty conditions.

LANCIA'S INNOVATIONS

The new four wheel drive Lancia Rally, due to appear before the end of the season, is likely to be crammed with technical novelties. Apart from the four wheel drive, there's a super tweak rumoured, but as yet unexplained, and the engine could well be fitted with a dual turbosupercharged system.

THE DANGERS OF AFRICAN RALLYING

Audi's market in South Africa is so extensive that the local importers have been keen to get Michèle Mouton down there for a rally. However, there's one big drawback. If a driver rallies in apartheid South Africa, he (or she) is likely to have his (her) entry turned down for the Safari Rally in Kenya. Rob Collinge, a Kenyan, has just found this out the hard way, and now Michèle's having second thoughts about her South African invitation.

Lancia 037 Rally

Ari Vatanen

ARI: TRUTH OR CONSEQUENCES

The German press recently announced that if Ari Vatanen was not going to this year's Safari, it was because he had set his price too high. He supposedly asked for nearly £ 35,000, some of which was for his local church. The 1981 world champion firmly denied these allegations, claiming that money had nothing to do with negotiations breaking off. Indeed, Tony Fall simply preferred to enter Frequelin, who was more readily available this season than the Finn.

JACK OLIVER

IN TWO SEPARATE CAREERS, AS A DRIVER AND A TEAM OWNER, THE ULTIMATE SUCCESSES HAVE ALWAYS SOMEHOW ESCAPED THE GRASP OF ESSEX-BORN JACK OLIVER, 41. HE AND HIS CARS HAVE CONVINCINGLY DOMINATED GRAND PRIX RACES, ONLY TO BE FORCED OUT OF CONTENTION BY MISHAPS. AFTER SEVERAL YEARS IN ASSOCIATION WITH THE MYSTERIOUS AMERICAN DON NICHOLS, FOUNDER OF THE SHADOW TEAM, OLIVER BROKE AWAY IN 1978 TO SET UP ARROWS. IT WAS A MOVE THAT TOOK HIM INTO LONDON'S HIGH COURT. AND THAT WAS NOT TO BE THE LAST OF THE ADVENTURES OF ARROWS RACING...

Interview by Mike Doodson

You've been a driver in Formula 1, and now you're a team owner. Which is the more difficult job: driving or managing?
They are completely different jobs. As a racing driver there are moments of peak pressure with long periods in between when you do nothing except lie in bed and eat peanuts. As a team owner there is continual business pressure: it has nothing at all to do with driving. When I started as an owner I thought I would be able to apply all the things that I had learned as a driver, but it's impossible.

Looking back, are there any things which you regret in your career as a driver?
When I started (in F1) I was one of the youngest drivers. I had all the best opportunities too early in my career, but I didn't have the maturity to deal with it all. Some drivers, like Emerson Fittipaldi, were very mature at 22 or 23. I wasn't. At Lotus, for example, the type 49 was a superb car when I drove it in 1968, and I think that I was quite a quick driver. But I threw so many races away – and Graham (Hill) won the championship. Then, when I went to BRM, the car was quick but the engine was unreliable. Part of it may have been my fault, because I was hard on cars. The fact of the matter is that I wasn't good enough at the time to take advantage of the opportunities that I had.

After you left Shadow with (designer) Tony Southgate and (team manager) Alan Rees to form Arrows, in 1978, you had a number of problems. Did you consider giving up altogether?
During the early part of 1978 my driver, Gunnar Nilsson, got cancer; my Italian sponsor (Franco Ambrosio) was put in jail for currency irregularities; and I got a High Court writ for copyright infringement from Don Nichols, the owner of Shadow. At the time we were able to take it in our stride, because we had some very good people. Looking back, though, it was all a very close call...
I never thought of giving up, though, because I am an eternal optimist. I worry about business, I take big risks, but I never worry about losing (material) things, even though I had put all my earnings from being a professional racing driver into the new business. The fight with Don (Nichols) wasn't really about copyright, although that was the subject of the court case. What happened between us was exactly like a divorce: we were squabbling about who would have custody of the kids. Don wanted to get his revenge on me because most of the good guys at Shadow had decided to follow Alan and me.

Is the Arrows team still suffering from the notoriety that arose from the legal case and from being associated with a criminal like Ambrosio?
I don't think we were really notorious. If it upset anyone it was probably more because I had started my own team and it was very successful to start with. We led the South African GP in '78, remember, only our second race, and that was a bit of a shock for the establishment. Motor racing is a very closed fraternity, an exclusive country club, and the long-established members don't like newcomers to be successful so soon. It takes four or five years to get established in F1, and now I think that we have fully arrived.

What was your greatest disappointment as a team owner?
Probably it was the bit of fluff in the petrol tank of Riccardo's (Patrese) car at Long Beach in 1981. It got into the fuel filter, the engine stopped and we were prevented from winning that race, from pole position. I was bitterly disappointed, because I had worked hard over the winter to get some money together after Warsteiner beer withdrew from their contract to stay with us for another two years. Maybe I should have let the team fold up and taken Warsteiner through the German courts, but I was more enthusiastic about keeping my team going and perhaps coaxing them (Warsteiner) to come back. After all, it was a difficult time because the FISA/FOCA "war" was raging. Meanwhile we got some new sponsors (Beta tools and Ragno ceramics) in a hard fight with several other teams, Dave Wass had taken over the job of Chief Engineer (from Tony Southgate), and at Long Beach, without skirts, the car was very quick. We should have won that race...

In six years of existence, however, your team has still not won a Grand Prix. Why not?
When things go wrong with a team it takes a long time to build back up again. And we had several setbacks. In 1978 we had the court action. Then there was the disaster of the unconventional A2 car in 1979, which flattened us even more, until we designed another car. We looked good in 1981, until Goodyear decided to come back to racing. Michelin immediately dropped us so that they could concentrate on a smaller number of teams, and we had to go on to Pirellis. I will never forgive Michelin for withdrawing their support in the middle of a season: we had been successful on their tyres, and we deserved better treatment. Pirelli did their best for us, but they were new in Formula 1, and it wasn't until last year (1983) that we got back on decent tyres, Goodyears, again. The team has now dragged itself back to a reasonable, and reliable, level of performance. If nothing disastrous happens to us like it did before, I think that we could be winning races.

In view of the money that it cost you, do you now regret signing Alan Jones for the two races he did with you last year?
It was an expensive interlude, yes. But I had always wanted to hire a top driver, and when I had made offers to people like Piquet they had never been accepted. Alan, of course, had made the wrong decision (to come back to F1) at the wrong time, and I had hoped to be able to keep him. It was a great endorsement for the team, of course, that he agreed to race our car, but it was difficult at that late stage to find the amount of money that he wanted. Alan is a hard charging, aggressive driver, and if he was really serious about driving F1 again – which I'm not sure he was – then who knows what would have happened?

As a customer who must pay for his engines, do you think that you can beat the major manufacturers like Ferrari, Honda and others?
It's not a question of "If", it's a question of "When". I've told this year's sponsors (Barclay cigarettes and Nordica ski-wear) that in 1984 we will not win unless we're very lucky. One day, though, we will be successful. We are not the only team that has to pay for engines: McLaren are in the same position. And what happens if another major manufacturer wants to come into F1 and use the services of a specialist team like Arrows? We could be in a good position, then, because we are not committed to BMW for next year. And remember that Ford will be coming back eventually: what are they going to do with their engine?

But you have just had to buy 16 engines from BMW. How much do they cost? Can you afford that sort of money?
We're paying for the engines and we have a two-year contract with BMW. (Swiss engineer) Heini Mader has an agreement with BMW to be supplied with the necessary parts to rebuild and update our engines. It is common knowledge that we will be having 16 engines, but the agreement with BMW has very strict secrecy clauses, both technically and financially, so I can't give you any details of the cost. I can tell you, though, that we have enough money from sponsors this year to run the team, although we will not be able to afford special qualifying engines or too many blow-ups. □

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1984 GUIDE TO FORMULA 1

GUIDE REALIZED BY VINCENT ROZEL, KEITH BOTSFORD, DIDIER BRAILLON AND XAVIER CHIARTS

A DRIVER IS NOTHING WITHOUT HIS MACHINE; AND THE MACHINE IS JUST AN INANIMATE HULK WITHOUT THE HANG OF ITS MASTER. IN SHORT, IT IS THE COMBINATION THAT BRINGS F1 TO LIFE. FOR ANOTHER THING, THERE ARE THE WEAK AND THE STRONG, THE RICH AND THE POOR – JUST LIKE EVERYWHERE ELSE IN THE WORLD. THAT'S WHY WE USED MANY SOURCES IN COMPILING THIS OVERVIEW OF GRAND PRIX RACING. TO GET AT THE HEART OF THE SUBJECT, BUT AT THE SAME TIME TAKE A RELAXED APPROACH, AND MAKE YOUR READING MORE PLEASURABLE. AND INFORMATIVE. WHAT WE'VE LEFT OUT ARE THE NUTS AND BOLTS. AS WELL AS CUT AND DRY OPINIONS. WHAT WE'VE KEPT IS AN HONEST AND CONCISE REVIEW OF THE MEN, THE TEAMS, AND THE CIRCUITS WHICH ARE KNOWN AS F1. WITH A LITTLE FANTASY THROWN IN JUST FOR FUN.

TEAMS AND DRIVERS

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NELSON PIQUET (BR)

Born Rio de Janeiro, August 17, 1952.
Debut in F1: 1978 German GP; GP races: 78.
Record: 10 wins / 8 pole positions / 9 fastest laps / 186 points.
World Champion in 1981 and 1983.

A World Champion at the peak of his profession. Faultless as a driver, even if some say his Achilles heel is physical stamina. Easy-going, and slightly Bohemian, he has a perfect understanding with Gordon Murray. In short, a happy driver.

CORRADO FABI (I)

Born Milan, April 12, 1961.
Debut in F1: 1983 Brazilian GP; GP races 9.

TEO FABI (I)

Born Milan, March 9, 1955.
Debut in F1: 1982 San Marino GP; GP races, 7.

Corrado or Teo? If not one Fabi then another. Or maybe six of one and half a dozen of the other? Chance smiles on the Fabi brothers. A third possibility? John Watson is waiting in the wings as well.

BRABHAM MOTOR RACING DEVELOPMENTS

Roebuck House, Cox Lane, Chessington, Surrey KT9 1DG, Great Britain.
Tel.: (01) 391 0121

Debut in F1: 1962 German GP. GP races: 279.
Record: 32 wins / 29 pole positions / 38 fastest laps.
Four World Champion titles (drivers):
1966: Jack Brabham
1967: Denis Hulme
1981 and 1983: Nelson Piquet
Two World Constructors Championships: 1966, 1967.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Bernie Ecclestone, director
Gordon Murray, chief engineer
Herbie Blash, team manager
David North, engineer
Charlie Whiting, chief mechanic.

If you had to think of a sweet, well-formed, shapely identikit for modern motor racing, Brabham is your best bet. It's efficiently-designed from top to bottom: efficient about money, about cars, about people. It's the clean cuffs and smart collar on the Sunday suit: crisp, neat and totally without rhetoric. It's the least English of English teams, in the sense that it doesn't muddle through and its particulars are governed by universals. If by any one thing, by style. Sheer style. It's natty and admirable and doesn't strut. The fact that it's got some geniuses about doesn't hurt: one genius runs the sport, the other re-invents it daily. It can concentrate and relax, almost simultaneously. It wasn't always thus: that image has been some time in the sharpening. But once it got into the groove, it's been pretty well unstoppable. It's like a phrase in the language that seems so natural once it exists that language accommodates to it. It's what you would have had to invent if it didn't exist. It's smart, like street language.

1984:
CHASSIS: Brabham BT 52D
ENGINE: BMW M 12/13 Turbo
TYRES: Michelin.

3

MICHELE ALBORETO (I)

Born Milan, December 23, 1956.
Debut in F1: 1981 San Marino GP; GP races, 41.
Record: 2 wins / 1 fastest lap / 35 points.
Best World Championship standing: 7th in 1982.

He may be remembered as the last man ever to win in F1 with a Cosworth V8. But he's not finished. And the ***tifosi*** are glad to see him with Ferrari. This season's results will make or break their expectations. Outlook: good.

SCUDERIA FERRARI

Via Abetone Inferiore 2,
41053 Maranello (Modena), Italy.
Tel.: (0536) 941168

Debut in F1: 1950 Monaco GP. GP races: 360.
Record: 88 wins / 101 pole positions / 96 fastest laps.
Nine World Championship titles (drivers):
1952 and 1953: Alberto Ascari
1956: Juan-Manuel Fangio
1958: Mike Hawthorn
1961: Phil Hill
1964: John Surtees
1975 and 1977: Niki Lauda
1979: Jody Scheckter.
Eight World Constructors Championships: 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Enzo Ferrari, director
Mauro Forghieri, director of engineering
Harvey Postlethwaite, research and development engineer
Marco Piccinini, sports director.

The workings of this particular product of Italian grand opera and sheer style (plus a smart eye for marketing and publicity) are mysterious and machiavellian. It's where every driver wants to be, so presumably on that level they always have the best. The character of the grand old man seeps through every pore of the body Ferrari: aloof, reclusive yet worshipped. It's where every (?) engineer dreams of working yet the team makes critical mistakes. Perhaps the secret is that Ferrari is not just an F1 team but also a national political passion, and part of a national passion for politics: rational, lyrical, defensive, impulsive. It's all really one long aria from one of the world's great prima donnas. Not always in it, Ferrari is never out of it. Nobody really hates them, except those who deprecate their 'deals' and politics, and millions worship them. Who are we to quarrel? This year their drivers are as finely balanced as their cars: between brio and logic. A contender? Always.

1984:
CHASSIS: Ferrari 126 C4
ENGINE: Ferrari 126 C Turbo
TYRES: Goodyear.

4

RENÉ ARNOUX (F)

Born Grenoble, July 4, 1948.
Debut in F1: 1978 Belgium GP; GP races, 79.
Record: 7 wins / 18 pole positions / 10 fastest laps / 134 points.
Best World Championship standing: 3rd in 1983.

A worrier, introverted, but sure of himself. A self-motivator. Capable of surprising performances (Renault in '82; Ferrari in '83). Quick, although he makes mistakes. This year's duel with Alboreto will be well worth watching.

5

KEKE ROSBERG (SF)

Born Stockholm, December 6, 1948.
Debut in F1: 1978 South African GP; GP races, 66.
Record: 2 wins / 2 pole positions / 77 points.
World Champion in 1982.

One of the greats of F1 racing. His skill is monumental. Too bad his personality around town doesn't match his image on camera. Likes money too much to become a popular champion. On target again, after invariably being outclassed in a straight fight with turbocharged rivals.

6

JACQUES LAFFITE (F)

Born Paris, November 21, 1943.
Debut in F1: 1974 German GP; GP races, 136.
Record: 6 wins / 7 pole positions / 6 fastest laps / 193 points.
Best World Championship standing: 4th in 1979, 1980, and 1981.

After his seven years as Ligier's number 1, he has still to find his feet with Williams in England. Jacques remains ambitious. Even though he rarely matched the pace last year set by his World Champion teammate. But will a new machine make a difference in '84?

WILLIAMS GRAND PRIX ENGINEERING

Basil Hill Road, Didcot,
Oxfordshire OX11 7HW, Great Britain.
Tel.: (0235) 815161

Debut in F1: 1975 Argentine GP. GP races: 153.
Record: 17 wins / 10 pole positions / 17 fastest laps.
Two World Championship titles (drivers):
1980: Alan Jones
1982: Keke Rosberg.
Two World Constructors Championships: 1980, 1981.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Frank Williams, director
Patrick Head, chief engineer
Peter Collins, team manager
Frank Dernie, engineer (aerodynamics)
Allan Challis, chief mechanic.

Frank Williams's team motto ought to be, per ardua ad astra: from a bleak past to an arrogant future. The team reflects, down to the tiniest detail, the guiding philosophy of its maker, who believes (and knows, the hard way) that what you leave to luck isn't going to happen. Like Brabham, it's un-English (that is, un-Tate-Twentieth-Century English) in its sheer devotion to work and discipline. Less graceful, less succulent than Brabham, it is much more driven, compulsive, tormented. At Brabham one senses that victory is a superfluous grace; the team would be good anyway. At Williams, victory is necessary; they are still proving something. It is forceful, thrusting, a banner of private enterprise, arch-conservative, anti-socialist, elitist, dour, efficient. One feels the Japanese (following the Arabs, who must have simply been compelled by the sheer effort of it all) must have harnessed themselves to Williams as though they'd found another island of perfectionism in a wayward world.

1984:
CHASSIS: Williams FW 09
ENGINE: Honda RA 163-E Turbo
TYRES: Goodyear

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ALAIN PROST (F)

Born Saint-Chamond, February 24, 1955
Debut in F1: 1980 Argentine GP; GP races, 57.
Record: 9 wins / 10 pole positions / 8 fastest laps / 139 points.
Best World Championship standing – 2nd in 1983.

Once thought invincible. But last year we saw a chink in his armour – on the psychological side. Bye-bye Renault; hello McLaren. Many still think he's the best driver in the world. Time will tell.

NIKI LAUDA (A)

Born Vienna, February 22, 1949
Debut in F1: 1971 Austrian GP; GP races, 141.
Record: 19 wins / 24 pole positions / 19 fastest laps / 334.5 points
World Champion in 1975 and 1977.

A living legend. He's dominated F1 like nobody else under the same conditions. And a turbo seems to have given him back the motivation of his best years. The combination with Prost should be a spicy brew in '84.

MARTIN BRUNDLE (GB)

Born Kings Lynn, June 1, 1959.
Debut in F1: this season.
Background: 2nd in 1983 British F3 championship.

Gave Senna a hot time of it in the 1983 British F3 Championship. Then convinced Ken Tyrrell of his abilities in the Rio tests. In F1 because of merit, rather than sponsorship. Even with a Cosworth, he's an up-and-comer.

JONATHAN PALMER (GB)

Born London, November 7, 1956.
Debut in F1: 1983 European GP; GP races, 1.
Record: 1 13th (European 1983).

The 1983 F2 European Champion beat his rivals hands down. Drove a goodly number of miles in F1 as a test-driver for Williams. But is no darling of the team managers... Could be signed by Tyrrell. In addition, has a distinguished medical qualification.

ELIO DE ANGELIS (I)

Born Rome, March 20, 1958.
Debut in F1: 1979 Argentine GP; GP races, 72.
Record: 1 win / 1 pole position / 55 points.
Best World Championship standing – 7th in 1980.

Daddy's fortune saw him into F1. Yet he's quick and sure. Has a certain reputation, but we still can't say if he's great, or simply a good driver. Lotus has not been the best of proving grounds. But with Ducarouge's help, he may be a winner.

NIGEL MANSELL (GB)

Born Upton-on-Severn, August 8, 1954.
Debut in F1: 1980 Austrian GP; GP races, 43.
Record: 1 fastest lap / 3 3rd (Belgium 1981, Brazil 1982, Europe 1983) / 25 points.
Best World Championship standing – 12th in 1983.

Caught up in a bitter rivalry with de Angelis. And the Italian is coming out on top. A nice guy, a crowd pleaser, Nigel nonetheless almost lost his drive at Lotus this winter. The '84 season will be decisive for his career.

MARLBORO McLAREN INTERNATIONAL

Boundary Road, Woking, Surrey GU21 5BX, Great Britain. Tel.: (04862) 22721

Debut in F1: 1966 Monaco GP, GP races: 234.
Record: 30 wins / 18 pole positions / 20 fastest laps.
Two World Championship titles (drivers):
1974: Emerson Fittipaldi
1976: James Hunt.
One World Constructors Championship: 1974.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Ron Dennis, commercial director
John Barnard, engineering director
Jo Ramirez, team co-ordinator
Creighton Brown, director
Robert Illman, director.

McLaren's long connection with Marlboro gives it the kind of opulence and sleek efficiency which one associates with high commerce (the modern equivalent of a mediaeval princely court). Technologically alert, it seems to prefer to deal in innovation rather than the meat and potatoes of ordinary, human lives. It's the kind of team it's hard to identify with. Little kids don't press their grubby noses to its well-polished window-glass. Like Brabham, it's an invention: a name from the past attached to an image of the future. It's always got to have the best of everything, and can afford to have it. You feel McLaren would spurn to bend down and pick up anything less than a golden sovereign... It is a collective personality which contains numberless eccentrics, none less odd than its drivers, who are egotists for a reason and with justification. In a way, McLaren is hugely American: brash, certain, sophisticated in practical things and less so in by-play.

1984:
CHASSIS: McLaren MP4-2
ENGINE: TAG-Porsche P 01 Turbo
TYRES: Michelin.

TYRRELL RACING ORGANISATION

Long Reach, Ockham, Woking, Surrey GU 23 6PE, Great Britain. Tel.: (04865) 4955.

Debut in F1: 1970 Canada GP. GP races: 193.
Record: 23 wins / 14 pole positions / 19 fastest laps.
Two World Championship titles (drivers):
1971 and 1973: Jackie Stewart.
One World Constructors Championship: 1971.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Ken Tyrrell, director and team manager
Maurice Phillippe, chief engineer
Brian Lisles, research engineer
Roger Hill, chief mechanic.

Quintessentially English, like its maker, Ken Tyrrell: a combination of pragmatism, derring-do, romanticism, wishfulfilment, political quirkness, belly laughs, ease and reticence, bullying, kindness, impishness and tenacity. The Tyrrell team is the bulldog of Formula One. Don't get its fangs in your neck, don't trespass. But when sleeping by a warm fire, you can scratch its back. In latter days, Ken's men have fallen on hard times, a fact which leaves the team splendidly undeterred. They will never be faulted for effort, or for chutspah. It's the kind of team where if X doesn't work, you try Y: and not to be underestimated for having to make do with bits of string rather than million-dollar budgets. Underneath the buff exterior is a lot of guile, a wily bluff. At heart, it's made of the Right Stuff and continues into the Eighties (and Nineties and the next Millenium) with a spirit of true sporting competitiveness that a lot have left behind in their wallets.

1984:
CHASSIS: Tyrrell 012
ENGINE: Normally aspirated DFV and DFY Ford-Cosworth
TYRES: Goodyear

JOHN PLAYER SPECIAL TEAM LOTUS

Wymondham, Norfolk NR18 9RS, Great Britain. Tel.: (0603) 811190

Debut in F1: 1958 Monaco GP. GP races: 316.
Record: 72 wins / 88 pole positions / 63 fastest laps.
Six World Championship titles (drivers):
1963 and 1965: Jim Clark
1968: Graham Hill
1970: Jochen Rindt
1972: Emerson Fittipaldi
1978: Mario Andretti.
Seven World Constructors Championships: 1963, 1965, 1968, 1970, 1972, 1973 and 1978.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Peter Warr, director and team manager
Gérard Ducarouge, engineer
Bob Dance, chief mechanic.

You could call Lotus the British Ferrari. What no one would deny is its fundamental Englishness. That Englishness lies in a concern for fine engineering and a sense of marque. And also an aspiration to style. In short, a forward-looking team, full of the thrust of the years in which a new breed of English entrepreneurs, recovered from the war, went out in search of new worlds to conquer. Lotus has been a leader in the sport's commerce, too. About the inner workings of team Lotus there has always been a certain irascibility, which also reflected general 'techiness': the posture was often aggressively defensive and remains so. Like most British teams, it remains family-like. That is a legacy of the late Colin Chapman, who saw families as ruled from the top rather than all sitting at the groaning board. It is now a hybrid: French-engined, French-designed, Italian-(and English-) driven, but operationally English: rural English, Norfolk English.

1984:
CHASSIS: Lotus 95 T
ENGINE: Renault EF4 Turbo
TYRES: Goodyear.

14

MANFRED WINKELHOCK (D)

Born Waiblingen, October 6, 1952.
Debut in F1: 1982 South African GP; GP races, 27.
Record: 1 5th (Brazil 1982) / 2 points.
Best World Championship standing: 22nd in 1982.

A Teuton's Teuton. Known as a tooth-and-clawer in the pack. After two seasons of F1, he still hasn't shown himself a real worthy of the drivers' elite. But, then, the ATS isn't exactly the most reliable of machines.

ATS ENGINEERING

**Unit D2, Telford Road Industrial Estate,
Bicester, Oxfordshire OX6 OTZ,
Great Britain. Tel.: (0869) 245757**

Debut in F1: 1977 Long Beach GP. GP races: 84.
Record: 3 5ths (USA 1979, Brazil 1982, San Marino 1982).
Best World Championship standing (drivers): Slim Borgudd, 18th in 1981.
Best World Constructors Championship standing: 11th in 1979 and 1982.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Gunter Schmid, director
Paul Owens, team manager
Stephan Faber, engineer
Richard Taylor, chief mechanic.

It is said that the German soul is hard to fathom, even by Germans themselves, and history teaches that those who fail to fathom that soul suffer the consequences. That combination of *Gemutlichkeit* and woeful idealism runs strong in ATS, for it is hard to combine beer and Hegel. Like a number of the smaller teams, it seems to be in F1 because the sport is there, rather than from any inner necessity. Germanic efficiency and irascibility go hand in hand with excess and slop and sentiment. Life would be easier for the team with triumph of some sort.

1984:
CHASSIS: ATS D7
ENGINE: BMW M 12/13 Turbo
TYRES: Pirelli.

15

PATRICK TAMBAY (F)

Born Paris, June 25, 1949.
Debut in F1: 1977 British GP; GP races, 70.
Record: 2 wins / 4 pole positions / 1 fastest lap / 79 points.
Best World Championship standing: 4th in 1983.

The choice of the ladies. But the amateur psychologists don't think he has the makings of a champion. After a difficult start in F1, Patrick didn't flinch when Arnoux poured on the speed in 1983. Significant?

RENAULT SPORT

**34, quai du Point-du-Jour,
92109 Boulogne-Billancourt, France.
Tel.: (1) 609.56.56**

Debut in F1: 1977 British GP. GP races: 92.
Record: 15 wins / 30 pole positions / 16 fastest laps.
Best World Championship standing (drivers): Alain Prost, 2nd in 1983.
Best World Constructors Championship standing: 2 nd in 1983.

1984:
CHASSIS: Renault RE 50
ENGINE: Renault EF 4 Turbo
TYRES: Michelin.

16

DEREK WARWICK (GB)

Born Alresford, August 27, 1954.
Debut in F1: 1981 Las Vegas GP; GP races, 27.
Record: 1 fastest lap / 2 4ths (Holland and South Africa 1983) / 9 points.
Best World Championship standing: 14th in 1983.

Solid in build and in mental reserves. A serious contender. And for the first time in F1, he has a car he can win with – now that he's paid his dues at Toleman. He's England's favourite son, but he's never been paired with a great. This season is the test.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Gérard Larrousse, general director
Jean Sage, sports director
Bernard Dudot, director of engineering
Michel Tetu, director of engineering (chassis).

The Regie is not one team but several. That is because it is a very large, very important team and can afford to be -- in the public eye -- all things to all men. After all, it saw, it came and it almost conquered. The difference between Renault and other teams is that Renault came into motor racing for a very specific reason: image-making and technological development. It loves the sport no less than other teams and is no less sporting than other teams, but keeps its cutting edge more sharply honed. Renault is not vague or amorphous; it is smart, sharply defined, logical, analytical and, like the Politburo, can embrace all sorts of contradictory theories (not to speak of practices). Thus, at any one time, drivers may be doing X, Jean Sage Y, Gérard Larousse Z; then the whole thing is whipped into shape suddenly by a fresh decision from on high (how high?) and again, the process of unraveling begins. Its livery is bee-coloured, its sting all too often against itself.

17

18

MARC SURER (CH)

Born Aresdorf, September 18, 1951.
Debut in F1: 1979 US GP; GP races, 50.
Record: 1 fastest lap / 14th (Brazil 1981) / 11 points.
Best World Championship standing – 15th in 1983.

Two accidents like his would have stopped a lesser man. His qualities continue to be courage, staying power, skill. And calm to boot. Off to a good start last year, he seemed to falter when Boutsen arrived at Arrows. Is he still first driver?

THIERRY BOUTSEN (B)

Born Brussels, July 13, 1957.
Debut in F1: 1983 Belgian GP; GP races, 10.
Record: 2 7th (Detroit and Canada 1983).

Last season's wonder boy. Was a match for the more experienced Surer right off the bat. Quick and sure, a rising star. Ferociously determined, behind an adolescent facade. Maybe he should grow a moustache.

BARCLAY TEAM ARROWS

**39, Barton Road, Water Eaton Industrial Estate, Bletchley, Milton Keynes,
Bucks MK2 3HW, Great Britain.
Tel.: (0908) 70047**

Debut in F1: 1978 Brazilian GP. GP races: 88.
Record: 1 pole position / 3 2nds (Sweden 1978, long Beach 1980, San Marin 1981).
Best World Championship standing (drivers): Riccardo Patrese, 7th in 1970.
Best World Constructors Championship standing: 7th in 1980.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Jack Oliver, director
Dave Wass, chief engineer
Alan Rees, team manager
Dave Neilson, engineer
Dave Luckett, chief mechanic.

Well, in all sports there are those who take part because the sport exists and because it is enjoyable. They are not in the sport by right of birth, or even by right of clearly-identified or long-nurtured talent; they are there by desire and will-power and persistency. They don't dive-bomb like wasps or make honey like bees; they swarm like gnats, live like mayflies and burrow like termites. Technologically apt, ideologically very modern, even trendy, as individuals full of wit and bite, you can't sum Arrows up as one thing: their image is too recent, too ephemeral. They don't live off the crumbs from the tables of the rich, they invent feasts of their own, sometimes imaginary (when they're starving), sometimes succulent (as when they get things right).

1984:
CHASSIS: Arrows A7
ENGINE: BMW M 12/13 Turbo
TYRES: Goodyear.

19

AYRTON SENNA (BR)

Born São Paulo, March 21, 1960.
Debut in F1: this season.
Backgound: 1983 British F3 Champion.

The stuff of champions. Rarely has a driver enjoyed such unanimity of opinion even before debuting in F1. Everything's going for him: age, background, his skill in F1 shown during preseason tests. Missed his chance with Brabham due to politics. Which had no effect on his confidence.

20

JOHNNY CECOTTO (YV)

Born Caracas, January 25, 1956.
Debut in F1: 1983 Brazilian GP; GP races, 9.
Record: 1 6th (Long Beach 1983) / 1 point.
Best World Championship standing: 19th in 1983.

He has no reason to be ashamed of his first season in F1. The ex-world champion motorcyclist more than stood up to Colombian Roberto Guerrero in '83. But how will he react to Senna? In Rio, Toleman only seemed to have eyes for their new Brazilian recruit.

TOLEMAN GROUP MOTORSPORT

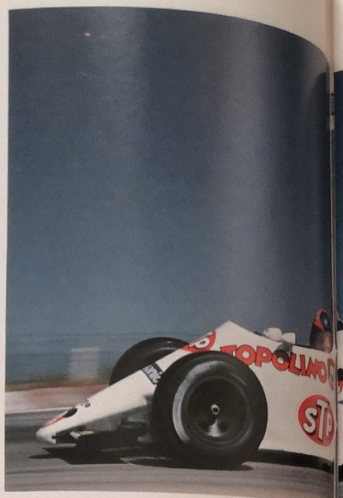
Unit 9, Witney Estate, Station Lane, Witney, Oxon OX8 6XZ, Great Britain.
Tel.: (0993) 74221

Debut in F1: 1981 Italian GP. GP races: 28.
Record: 1 fastest lap / 2 4ths (Holland and South Africa 1983).
Best World Championship standing (drivers): Derek Warwick, 14th in 1983.
Best World Constructors Championship standing: 14th in 1983.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Alex Hawkridge, director
Rory Byrne, chief engineer
Peter Gethin, team manager
John Gentry, engineer
Pat Symonds, engineer
John Mardle, chief mechanic.

The late arrival with the most future, Toleman is a curious combination of audacity, enterprise, inventiveness and quirky skill. It's the rare feat indeed to make it on the F1 scene with quite the speed Toleman has: that is, to be taken seriously, to have first-rate drivers consider you, rivals rate you. Sometimes it's looked like prestidigitation. Improvisation there is, but the underlying mood is of stubborn determination, without grimness or lockjaw. It lacks only one thing, a solid base in cash. It is like a piece of very sophisticated machinery without basic fuel. But if the sport is sustained ultimately by the inventiveness and skill of its people, Toleman will find its way. It even has, in its very brief occupation of the stage, formed an image: a certain flamboyance, a willingness to take a chance, much competitiveness, a good deal of sophisticated by-play.

1984:
CHASSIS: Toleman TG 184
ENGINE: Hart 415T Turbo
TYRES: Pirelli.



21

MAURO BALDI (I)

Born Reggio Emilia, January 31, 1954.
Debut in F1: 1982 Brazilian GP; GP races, 26.
Record: 1 5th (Holland 1983) / 5 points.
Best World Championship standing: 16th in 1983.

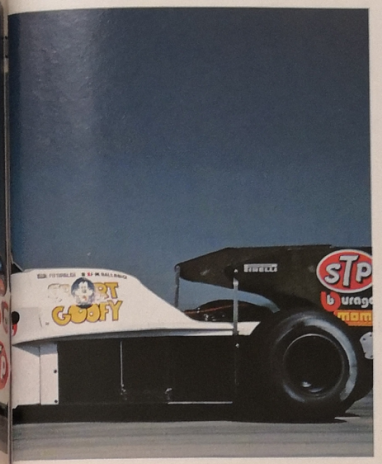
Completely eclipsed last year by de Cesaris at Alfa. But his first season in 1982 at Arrows was a success. His move to Spirit isn't exactly a step up. Yet Baldi's not griping about getting a second chance.

SPIRIT RACING

243, Gresham Road, Slough Trading Estate, Slough, Buckinghamshire, Great Britain.
Tel.: (0753) 71122

Debut in F1: 1983 British GP. GP races: 6.
Record: 1 7th (Holland 1983).

1984:
CHASSIS: Spirit 101/B
ENGINE: Hart 415 T Turbo
TYRES: Pirelli.



?

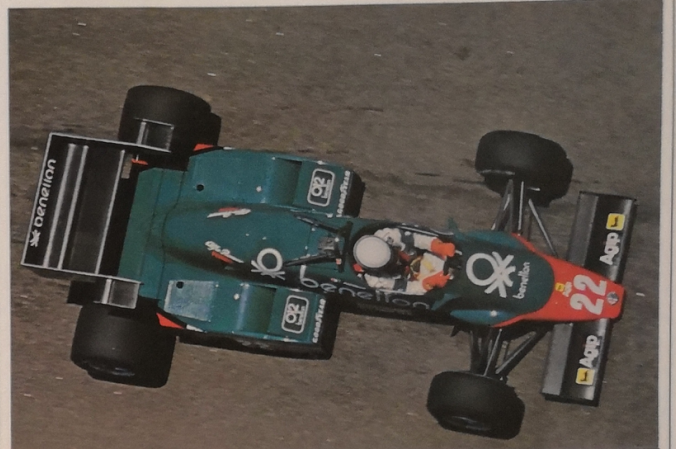
FULVIO-MARIA BALLABIO (I)

Born Milan, October 8, 1954.
Debut in F1: this season.
Background: 16th in 1983 European F2 Championship.

Not a few are grinding their teeth to see this Italian in F1. He may have a meagre record, but he's got a generous sponsor. And he's got a drive at Spirit. Who's afraid of the big bad wolf? Certainly not Mickey Mouse and his muscle-men.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
John Wickham, director and team manager
Gordon Coppuck, chief engineer.

A sort of hard-luck story which hasn't yet come to its proper term. It's good, clean, pure, wishful, anxious to do the right thing, but still stands outside the door waiting to be let in. The straws it clutches at are always good straws, but not quite solid enough to sustain much weight.



22

RICCARDO PATRESE (I)

Born Padua, April 17, 1954.
Debut in F1: 1977 Monaco GP; GP races, 96.
Record: 2 wins / 2 pole positions / 3 fastest laps / 65 points.
Best World Championship standing: 9th in 1980 and 1983.

As of his debut in F1 at Shadow, he was a worthy rival for his, then, teammate Alan Jones. A flash in the pan. Known nowadays as an underdog in F1. Miffed it again with Brabham, even if he can justly blame bad luck. Still seems promising.

23

EDDIE CHEEVER (USA)

Born Phoenix, January 10, 1958.
Debut in F1: 1978 South African GP; GP races, 54.
Record: 2 2nds (Las Vegas 1982, Canada 1983) / 47 points.
Best World Championship standing: 6th in 1983.

A wanderer. He's been on five teams in 5 years of F1. He's in the same fix as Patrese after a lacklustre season with Renault. But it's hard to live with Prost. A fast-start specialist, however, he's quickly winded.

ALFA ROMEO EURORACING

Via Piemonte 29, 20030 Senago (Milan), Italy. Tel.: (2) 9986721

Debut in F1: 1950 British GP. GP races: 80.
Record: 10 wins / 12 pole positions / 14 fastest laps.
Two World Championship titles (drivers):
1950: Nino Farina
1951: Juan-Manuel Fangio.
Best World Constructors Championship standing: 6th in 1983.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Gianpaolo Pavanello, director
Luigi Marmiroli, chief engineer
Gustav Brunner, engineer
Giancarlo Casoli, sports director.

Pity poor Alfa! Whatever they do, they are compared to Ferrari. It isn't even that they're remotely like Ferrari, but in the world's eye, both being Italian, proud, part of the sport's tradition (Hertz and Avis?), they are inevitably connected. The truth is that the modern Alfa Romeo, with its testing track symbolically straddling the frontier between Lombardy and Piedmont (Italian versions of Germany and France) is a sort of divided ambition: never so whole-hearted that it can win, never so faint-hearted that it's not in with a chance... rather like a task force off Beirut. It's been all sorts of things to all sorts of men, it's affable, it's dramatic, it's operatic even, but it lacks the sort of infrastructure which Enzo Ferrari built on his personal majesty and it lacks self-identity, a truly clear image. Cars, drivers, engineers, experiment, all seem higgledy-piggledy... It isn't that they are self-contradictory but that they seem so. That rubs off on all.

1984:
CHASSIS: Alfa Romeo 184 T
ENGINE: Alfa Romeo 890 T Turbo
TYRES: Goodyear.

24

PIERCARLO GHINZANI (I)

Born Riviera d'Adda, January 16, 1952.
Debut in F1: 1981 Belgian GP; GP races, 8.
Record: 1 11th (Austria 1983).

Drawing on his experience, he got the better of his teammate Corrado Fabi. But where's the promise? Seems lost since his F3 European Championship days. Can hold his own against Patrese or Alboreto in endurance racing. Yet, in F1, is held back by the Osella.

OSELLA SQUADRA CORSE

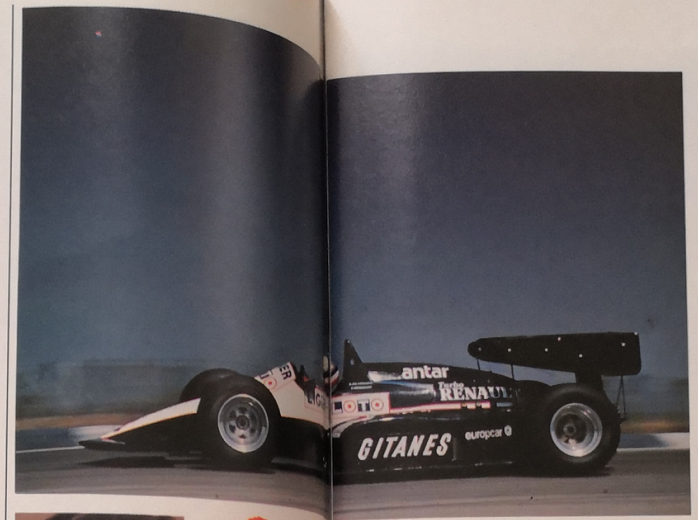
Strada Brandizzo 245, 10088 Volpiano (Torino), Italy. Tel.: (011) 988 4584

Debut in F1: 1980 South African GP. GP races: 46.
Record: 1 4th (San Marino 1982).
Best World Championship standing (drivers): Jean-Pierre Jarier, 20th in 1982.
Best World Constructors Championship standing: 12th in 1982.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Enzo Osella, director
Tony Southgate, chief engineer
Pierluigi Corbari, sports director.

1984:
CHASSIS: Osella FA1F
ENGINE: Alfa Romeo 890 T Turbo
TYRES: Pirelli.

F1, fortunately for the variety of the sport, contains its fragile, marginal teams. They are without history and, one sometimes thinks, without a future. Fragility is many things: spiritual fragility, mechanical fragility, financial fragility. Marginal, some still survive and eventually flourish. They are representations of personal gambles and private ambitions. Spaghetti in a cream sauce: carbohydrates but little grab and bite.



25

ANDREA DE CESARIS (I)

Born Rome, May 31, 1959.
Debut in F1: 1980 Canadian GP; GP races, 46.
Record: 1 pole position / 2 2nds (Germany and South Africa 1983) / 21 points.
Best World Championship standing: 8th in 1983.

A mad-dog disposition. Added to the profile of a pleasant young man, who knows he can get away with murder. His talent allows him licence for excess. Hard on cars, but is really quick. Maybe the fastest in F1. Others' confidence could make him a hero.

LIGIER LOTO

105, route d'Hauterive, Abrest, 03200 Vichy, France. Tel.: (70) 32.24.11

Debut in F1: 1976 Brazilian GP. GP races: 123.
Record: 8 wins / 9 pole positions / 10 fastest laps.
Best World Championship standing (drivers): Jacques Lafitte, 4th in 1979, 1980, 1981.
Best World Constructors Championship standing: 2nd in 1980.

1984:
CHASSIS: Ligier JS23
ENGINE: Renault EF 4 Turbo
TYRES: Michelin.

26

FRANÇOIS HESNAULT (F)

Born Neuilly-sur-Seine, December 30, 1956.
Debut in F1: this season.
Background: 2nd in 1983 French F3 Championship.

Backbiters think this rich boy got into F1 too early. Proved his skill in F3. May be more than his rivals bargain for. His biggest problem is going to be de Cesaris as a teammate.

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
Guy Ligier, director
Michel Beaujon, chief engineer
Claude Galopin, engineer and technical director
Hervé Guilpin, engineer
Guy Audoux, engineer (power units).

Ligier, like every F1 team, is a reflection of the epic hero: in this case, Guy Ligier, a hard-pressed man with a mission, a shrewd politician, a sort of French alternative to Renault, which is rather like the provinces taking on the capital. It always seemed the height of Gallic flair and lack of real grip. With Jacques Laffite (for many years) it had about it a sort of good-fellowship and recklessness that related directly back to Guy Ligier himself: never top, never bottom, and never really middle either. That is, always in expectation of better days and without past glories to fall back on. Now it's assumed a new 'professional' guise, which is the direct product of money. How this will sit with its traditionally relaxed attitude towards the sport is a question. Of all the French virtues, it lacks principally logic. Of all the French vices, it lacks only pretentiousness. In short, one is fond of Ligier as of the girl on the Gitanes pack: but would one marry her?

27

PHILIPPE ALLIOT (F)

Born Voves, July 27, 1954.
Debut in F1: this season.
Background: 12th in 1983 European F2 Championship.

Like Hesnault, his rapid ascension into F1 has raised more than a few eyebrows. He's not taking much of a chance by going to RAM where he can't do any worse than his unhappy predecessors. Is his reputation too modest? Knows how to draw the sponsors.

RAM AUTOMOTIVE

5 Telford Road Industrial Estate, Bicester, Oxon, Great Britain
Tel.: (0869) 246244

Debut in F1: 1983 Brazilian GP. GP races: 3.
Record: 1 15th (Brazil 1983).

ENGINEERING AND ADMINISTRATIVE MANAGEMENT:
John Macdonald, director and team manager
Michael Ralph, associate director
Dave Kelly, chief engineer
Sergio Rinland, engineer
Ray Boultel, chief mechanic.

1984:
CHASSIS: RAM 02
ENGINE: Hart 415 T Turbo
TYRES: Pirelli.

Not in any blood book. Sired by whom out of what? There was once a team called March which was run by Mosley, Herd and company. It does very well elsewhere, less well in F1. But it struggles on, not very clearly defined, not very visible. Its image is hard-nosed, practical, bellicose, its reality insecure and evanescent.

THE ENGINES

FERRARI 126C

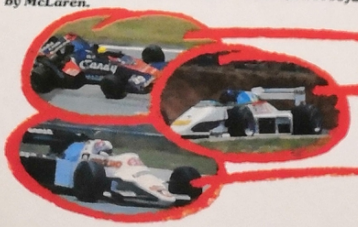
Six-cylinder V-type, 1,500 cc, two KKK turbos, 148 kg. Designed by a team of engine-builders, this engine has constantly evolved since its inception. It's extremely robust in character, and has only been bothered by an occasional hiccup. First seen at the '81 San Marino GP, it now has nine victories to its credit. It has only been used by Ferrari, of course. Over the mid-term, it will perhaps be replaced by a four-cylinder model with better fuel consumption.

BMW M12/13

Four cylinders in line, 1,500 cc, a single KKK turbo, 160 kg. Designed by Paul Rosche, this engine powered Nelson Piquet to the 1983 World Championship title, thanks also to the good offices of Brabham. Faultless technology, and there's an advertising bonus for the Bavarian manufacturer: the M12/13 uses exactly the same cylinder block which is found in several of its Series 3 touring cars. First seen at Silverstone '81 for tests, and at the Kyalami '82 race, it now has five GP victories to its credit. Last year, only Brabham and ATS were using it.

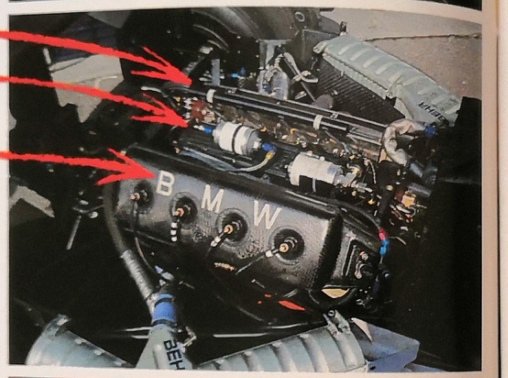
TAG PO1

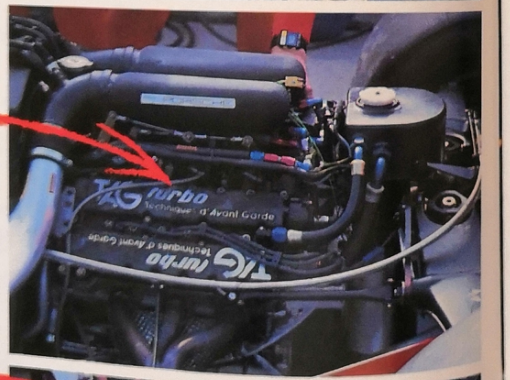
Six-cylinder V-type, 1,500 cc, two KKK turbos, 150 kg. Designed by Porsche under the direction of Hans Mezger, this engine is named after its principal financier, Techniques d'Avant Garde (TAG), which belongs to Mansour Ojjeh. Another one of its code names is TTE 01 (TAG Turbo Engine). Equipped with a highly sophisticated Bosch electronic engine-management system, it's still in the quasi-development stage. First seen at the Zandvoort '83 race, it has so far only been used by McLaren.

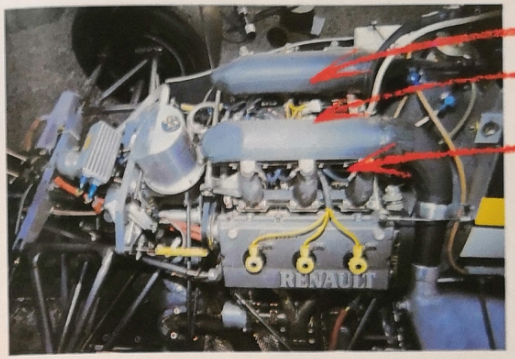


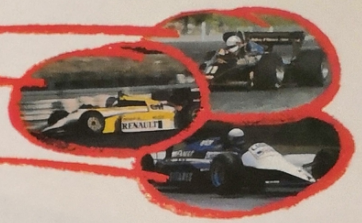
HART 415T

Four cylinders in line, 1,500 cc, a single Holset turbo, 120 kg. Designed by the British engine-builder Brian Hart, a former F2 driver, this engine lacks, due to insufficient financing, the latest technological advances. For example, there's no water injection. First seen at San Marino '81 during qualifying, and for a GP at Monza '81 race, it has so far only been used by Toleman.



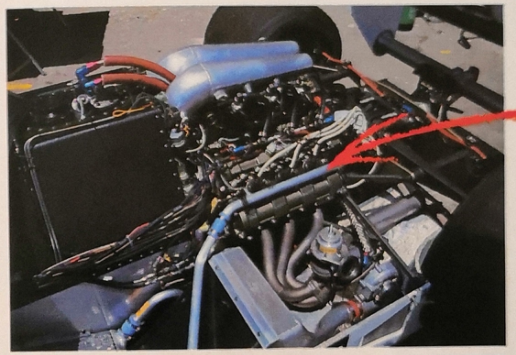


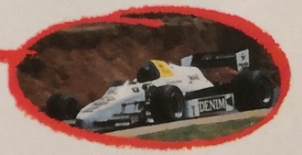




RENAULT EF 4

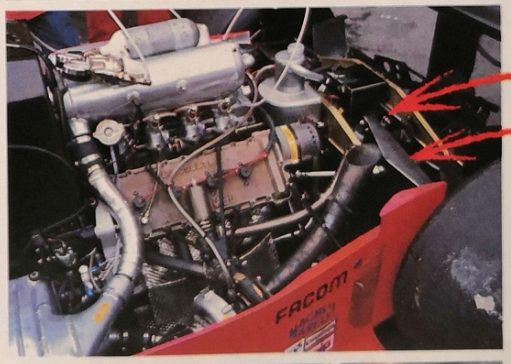
Six-cylinder V-type, 1,500 cc, two KKK or Garrett turbos, 170 kg. Designed by Bernard Dudot, it is a hybrid of the "Monaco" EF1. The latter in turn was a derivative of the single turbo EF1, designed on the base of a 2,000 cc cylinder block, employed in the Sports 2000 cc European Championship at the beginning of the '70s. First seen at the Silverstone '77 race, it was the first turbo engine to be introduced into F1, following the 1966 ruling. It has 15 victories to its credit. Last season, it was used by Renault and Lotus.

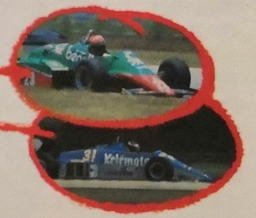




HONDA RA 163-E

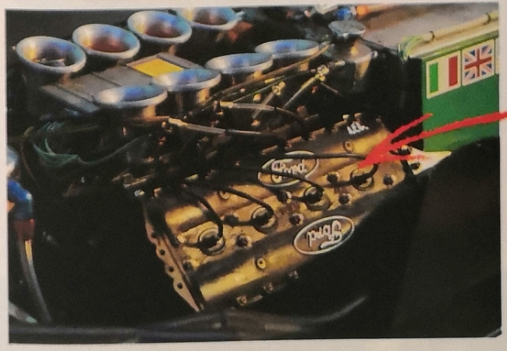
Six-cylinder V-type, 1,500 cc, two KKK or Ihi turbos, weight unknown. Designed by a team of engineers under the direction of Nobuhiko Kawamoto, it is derived from the 2,000 cc cylinder block used by Ralt in the European F2 Championship. Its technology is secret and its evolution has only just begun. First seen at the Silverstone '83 race, it was employed last year by Williams and Spirit.





ALFA ROMEO 890T

Eight-cylinder V-type, 1,500 cc, two Avio turbos, 140 kg. Designed under the direction of Carlo Chiti for Autodelta, the racing subsidiary of the Milanese manufacturer, this engine is not yet known as one of the best performers. Indeed, its reputation – denied by the factory – is one of being a gas-guzzler. First seen in qualifying at Monza '82, and racing at Rio '83, it was only used last season by Alfa Romeo Euro-racing.

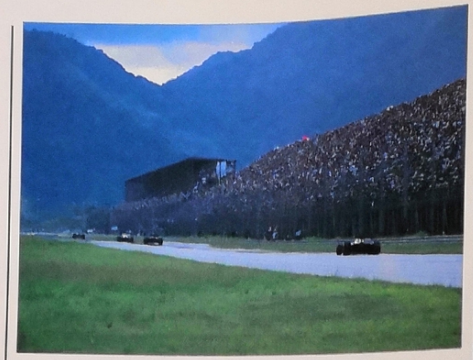


FORD-COSWORTH DFY

Eight-cylinder V-type, 3,000 cc, normally aspirated, 136 kg. Designed by the British engineer Keith Duckworth as the result of a contract in 1966 with Ford, this engine has become legendary. Nowadays it is the only non-turbo engine still in use, and as such, is outdated. A follow-on of the DFV, it has been evolving for some 15 years. Peak horsepower is 510 bhp, against 700 bhp for its rivals. First seen at the Zandvoort '67 race, it has 155 victories to its credit. Last year it was used by Williams, Tyrrell, McLaren, Lotus, RAM, Ligier, Arrows, Osella, and Theodore.

THEY'LL BE OVER 1.5 MILLION STRONG THIS YEAR, AND YOU'LL PROBABLY BE AMONG THEM. GRAND PRIX FORMULA 1 AFICIONADOS ARE A BROTHERHOOD – THE PEOPLE WHO ADMIRE THE BEST IN MOTORSPORT. FROM MARCH TO OCTOBER, 16 ILLUSTRIOUS RACES WILL CAPTIVATE THE ATTENTION OF THE MEDIA ON THREE CONTINENTS. CULMINATING WITH THE ASCENSION OF A NEW WORLD CHAMPION. IN ORDER TO ACHIEVE THESE GRANDIOSE DESIGNS, DOLLARS WILL FLOW LIKE WATER, NOT TO MENTION THE MONEY SPECTATORS WILL HAVE TO SPEND TO SATISFY THEIR PASSION AND CURIOSITY. MONACO COSTS MORE THAN MONZA, ZELTWEG IS MORE PHOTOGENIC THAN ZOLDER. THINGS THAT ARE GOOD TO KNOW, ALONG WITH OTHER INSIGHTS FOUND IN THE FOLLOWING PAGES. FOR THINGS PRACTICAL, WE INCLUDE MAPS AND SOME INFORMATION CONCERNING PRICE BRACKETS PER EVENT. THERE'LL BE UP-TO-THE-MINUTE DATA IN FUTURE ISSUES OF GPI AS WELL. HAVE A NICE RACE!

IN THE GRANDSTANDS



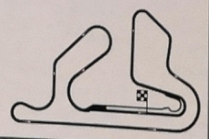
GRANDE PREMIO DO BRASIL

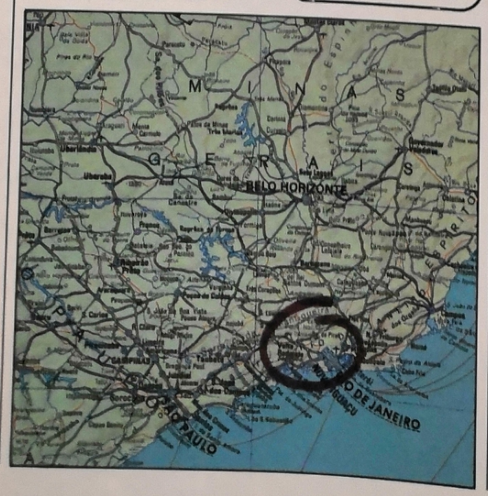
JACAREPAGUA

23-25 MARCH

What you need to know about the Rio circuit is that it sits in a baking plain in the middle of nowhere and that getting in and out of it is a pain. On the other hand, it is fervent, exciting, crowded and well organized. Chief of its advantages is that, being in Brazil, the meeting is penetrated through and through with paradoxes: security is tight and also lax, food varies from the abominable to the delicious, the fans from friendly to fanatical. But when it comes to sight-lines to watch a race – all laid out before one on a tight circuit – Rio is one of the best races for the connoisseur. And then Rio itself is just next door: a combination of beaches, beauties, hang-gliders, mystics and general exotica. There's night-life 24 hours a day, but watch your pockets and your general safety and don't drive unless you're willing to play Bumpum cars at high speed. GPI RATING: ***

Admission prices:
Non-covered stands: Friday 23, $ 4; Saturday 24, $ 8; Sunday 25, $18 to $ 34.
Covered stands: Friday 23, $ 5; Saturday 24, $13; Sunday 25, $39 to $ 53; three day pass, $ 83 to $ 163.
Exchange guide: US $ 1.45 to £.
Bookings:
International Promotions, Rue Prof. Arthur Ramos 183 (10th floor), 01454 Sao Paulo, Brazil.
Tel.: (11) 813.5775.





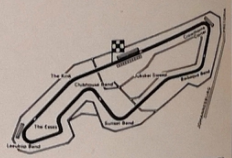
SOUTH AFRICAN GRAND PRIX

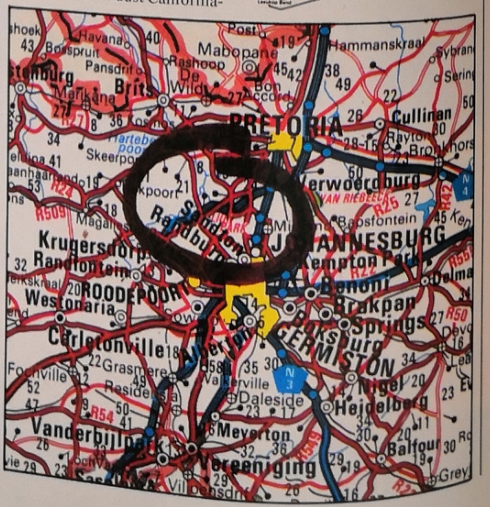
KYALAMI

5-7 APRIL

It's high, it's dry (in a thirsty country), it's quite splendid as a track (excellent visibility, plenty of atmosphere). It may be poverty stricken in some ways, but it is rich in the scent of barbecuing sausages, beer and families camping. South Africans are big race fans: of the boisterous, ice-chest-toting kind. The atmosphere is fervid; the fans are informed; the hoopla is strenuous. The whole scene is laid down under a fierce sun, but the air is clean and high. Against it are: awful access (stay outside to park) and security guards still fighting the Boer War. The weather is usually fine, Johannesburg has ample accomodation, fine food, some superb wines and the country itself worth exploration: from superb beaches to safaris. The circuit, high up in the veldt surrounding Johannesburg, has its own spectacular aspects. The whole place is a sort of brick-dust California-cum-frontier country. GPI RATING: ***

Admission prices:
Public enclosures: two day pass, Thursday 5 and Friday 6, R 25; Saturday 7, R 20.
Stands: Saturday 7, R 15 to R 30.
Exchange guide: 1.84 Rand to £.
Bookings:
Kyalami Enterprises, PO Box 781898, Sandton, 2146 Johannesburg, Republic of South Africa.
Tel.: (011) 786.5264.





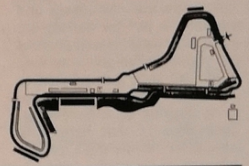
GROTE PRIJS VAN BELGIE

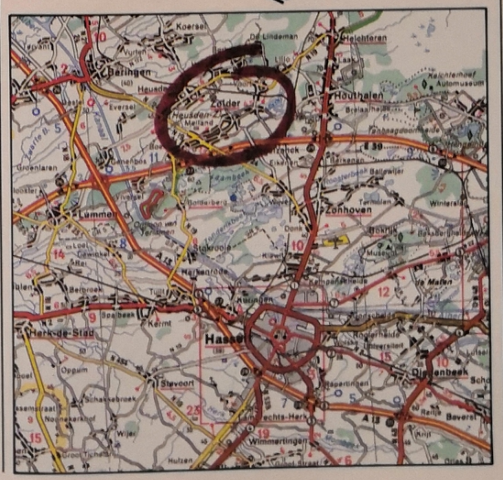
ZOLDER

27-29 APRIL

Zolder can claim the best french-fried potatoes outside of Montreal. It also offers a good, quick, very interesting and taxing circuit. There are ample vantage points for spectators, but basic amenities are little short of caveman standards. Local accommodation is scarce and people stay as far away as Brussels, Aachen or Maastricht: and have to eat there, too, for there are few beaneries within many miles. The weather, at whatever time of year, is Belgian, which means capricious in the extreme. If it rains, Zolder, with its soggy sandy soil, can be a swampy hell. But access, from three major motorways, is good and well-regulated. Majy camp and the crowd, while boisterous and crude, knows its motor racing. GPI RATING: **

Admission prices:
Public enclosures: Friday 27, Saturday 28, 500 FB; Sunday 29, 900 FB; three day pass, 130 FB.
Stands: Friday 27, free; Saturday 28, 400 BF to 600 BF; Sunday 29, 600 BF to 1000 BF; three day pass, 2000 BF to 3000 BF.
Bookings:
Circuit de Zolder, Begonialaan 21, 3540 Zolder, Belgium.
Tel.: (011) 25.29.77.





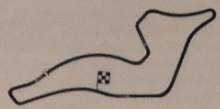
GRAN PREMIO DI SAN MARINO

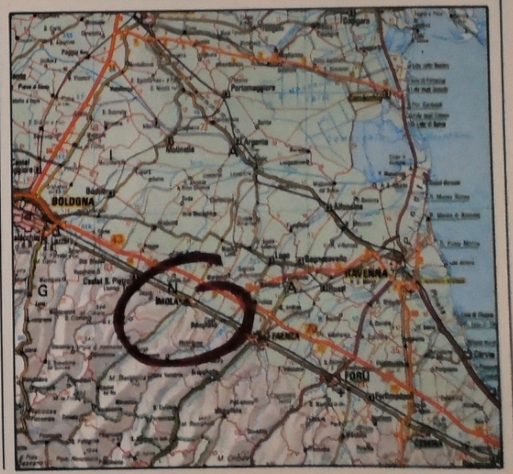
IMOLA

4-6 MAY

Imola may lack the traditions of Monza – after all, the San Marino GP is only three years old – but at least it's a rational, friendly race. It is Ferrari country and the atmosphere is vibrant. Add to that that the fuzz is friendly, that spectator visibility is excellent, that Ravenna and Bologna are nearby and that Imola itself is amiable and ancient, and you have a weekend of pleasure rather than torment. Then, too, it's spring. Sure, it sometimes rains, but generally it's balmy. Lodging is not easy to come by, but access is good: so long as you don't try to get out after the race via the *autostrada* (Tip: head south to go North or use the Via Emilia). What's nice is the unhassle, the park, the leafiness and, off the track, the food. Ah, the food! Emilia is the heart of Italian cooking and prices are not exorbitant. GPI RATING: ****

Admission prices:
Public enclosures: Friday 4, Saturday 4, Sunday 6, L 11,500.
Stands: Friday 4 and Saturday 5, L 11,500; Sunday L 50,000 to L 120,000.
Exchange guide: 2,365 Lira to £.
Bookings:
SAGIS, Via Calori 9/D, 40100 Bologna, Italy.
Tel.: (051) 522075.





GRAND PRIX DE FRANCE

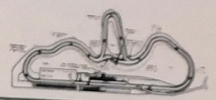
DIJON-PRENOIS

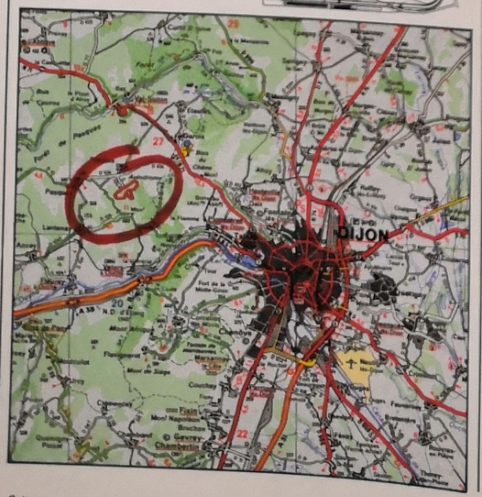
18-20 MAY

Literally overlooking some of the best food and wine in the world, Dijon is one of those circuits you either love or hate. If you love one thing – for instance its plateau setting, woods, fields and farmland – you're sure to hate some other aspect of that same thing, such as the attempt to get in and out of the circuit on single-lane tracks made for farm machines. But there's lots to see and do in the surrounds, hotels are numerous and good (especially in the country) and the food and drink can be superb. Spectators get a fare shake (except from obsessive security and officious *gendarmes*) and the general atmosphere is relaxed. The circuit contains plenty of exciting challenges for drivers and generally produces tight, clearly-defined races. Facilities improve annually, but are still on the primitive side. By and large, decent value for money. GPI RATING: ***

Admission prices:
Public enclosures: Friday 18, 40 F; Saturday 19, 80 F; Sunday 20, 175 F; three day pass, 230 F.
Stands: two days pass, Saturday 19 and Sunday 20, 400 F to 550 F.
Exchange guide: 11.45 Francs to £.

Bookings:
A.S.A. Dijon-Prenois, B.P. 1122, 21027 Dijon Cedex, France.
Tel.: (80) 31.64.43.





GRAND PRIX DE MONACO

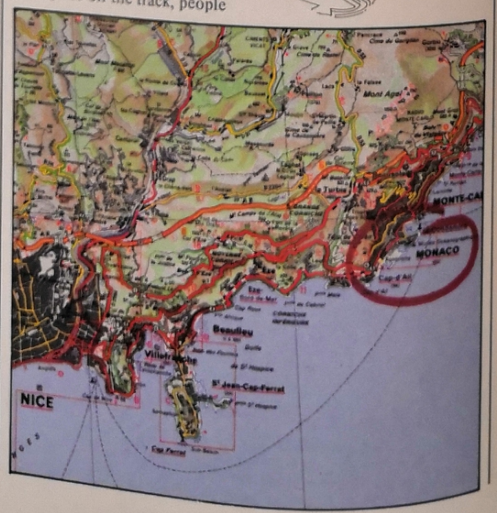
MONACO

MAY 31 – JUNE 3

There is no circuit on the championship calendar which causes more unanimity of opinion (that it's a hell of a setting for the *poseurs* of this world) and more controversy. The former is easy to understand: the race carries prestige, it has tradition and, being a street-race, has its own kind of class. The latter is equally comprehensible: the Grand Prix is usually tedious and decided by qualifying, the circuit is years out-of-date, the hassles of getting in and out seemingly insurmountable (smart people come in by train from anywhere along the coast) and the authorities singularly uptight. But on its good days, when the sun shines and someone is out for derring-do, when your wallet is well-stocked and you don't feel like a starving child with your face pressed to a bakery window, Monaco can be something of a happening. That most of that happening takes place off the track, people consider a plus. It depends on your interests. At least professional pickpockets love it. GPI RATING: ***

Admission prices:
Standing areas: free Thursday 31 and Friday 1; Saturday 2, 80 F to 90 F; Sunday 3, 140 F to 200 F.
Stand seats: Thursday 31, 90 F to 120 F; free Friday 1; Saturday 2, 180 F to 250 F; Sunday 3, 300 F to 600 F.
Exchange guide: 11.45 Francs to £.

Bookings:
Automobile Club de Monaco, 23, bd Albert I^er^, B.P. 364 Monaco-Condamine.
Tel.: (93) 90.32.20.



GRAND PRIX DU CANADA

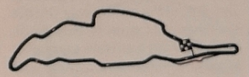
MONTREAL

15-17 JUNE

What characterizes Montreal is a kind of intensity about the race itself. The Canadians are patriots and this is the only race they have. They make the most of it: even if only as a shrine to Gilles Villeneuve. The crowd is knowledgeable and spirited, the surrounding folklore fiercely French Canadian. Now that the race has been moved to summerier June, Montreal's Ile Notre Dame circuit is a more pleasant place. Dead easy of access (Metro to the front door) and with the St. Laurence river on both sides – plus remains of the Expo – it's more a park than a circuit. Canadian fries are better even than Belgian; they foreshadow one of the pleasures of the city, its varied dining. The old city is a pleasant walk-about; Montreal's restaurants are excellent (only the state owned liquor board makes wine prohibitive), its shopping centres abundant and its citizens (if you can understand their French) Gallic and welcoming. The same is true for the circuit. GPI RATING: ****

Admission prices:
Public enclosures: Friday 15, free; Saturday 16, $ 12; Sunday 17, $ 15.
Stands: three day pass, $ 35 to $ 90.
Exchange guide: $ Canada 1.80 to £.

Bookings:
Grand Prix Labatt du Canada, Bassin Olympique, Île Notre-Dame, Montreal, Quebec H3C 1A0, Canada.
Tel.: (514) 871.14.21.



DETROIT GRAND PRIX

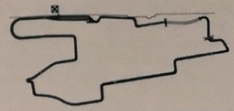
DETROIT

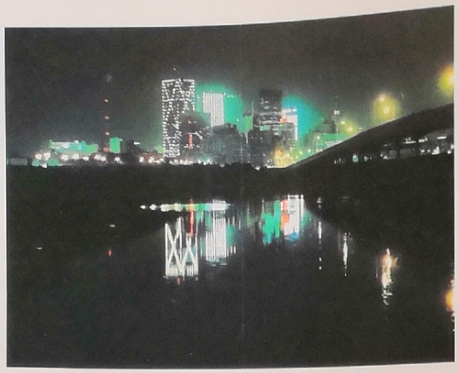
22-24 JUNE

As a street-race through a skyscraper-dominated city centre, Detroit is representative of the new generation of American Grands Prix. As with everything else that happens to sport in America, it has its qualities and its drawbacks. Be prepared for high-level hucksterism, for an assault on your wallet, a lot of ballyhoo and a race that does not always live up to its promise due to the very narrow, short and twisty circuit. On the other hand, "Motown" is proud of its GP and friendly, the amenities of high standard, access relatively easy, hotels abundant and food, in the American style, plentiful and varied. There are lots of outside attractions and the crowd, largely local, is breezy, friendly and quite splendidly ignorant of F1. But as the capital of the world automobile industry, Detroit has a panache all its own: a good time is to be had as long as you're no snob and don't take the race itself too seriously. GPI RATING: ***

Admission prices:
Public enclosures: Friday 22, free; Saturday 23, $ 10; Sunday 24, $ 15.
Stands: Saturday 23, $ 15; Sunday 24, $ 35; two day pass, Saturday and Sunday, $ 40 to $ 60; three day pass, $ 35 to $ 100.
Exchange guide: US $1.45 to £.

Bookings:
Detroit Grand Prix, 100 Renaissance Center Suite 1760, Detroit, Michigan 48243, USA.
Tel.: (313) 259-5400.





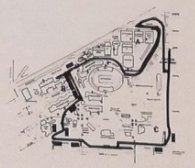
DALLAS GRAND PRIX

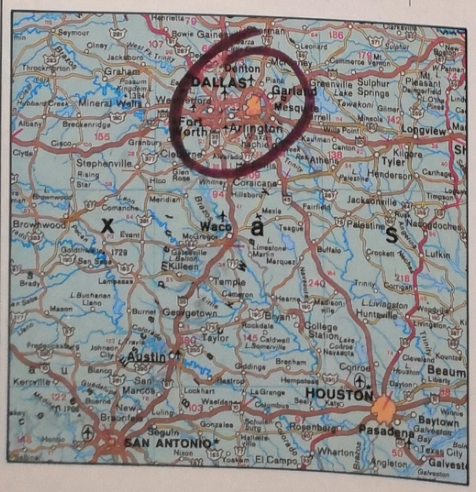
DALLAS

6-8 JULY

No one has any idea of what the first-ever Dallas Grand Prix is going to be like. But one thing is certain: the weather will be hot (very) and humid (very). The planned course (another street-race) is fairly typical of new street-circuits: not very fast and not very challenging. On the other hand, as any good citizen of the Dallas/Fort Worth area will tell you, you're in the future capital of the world. Texans are sports-mad, Texans are rich, Texans are friendly, burly and money-smart. All of which means they won't do anything by halves. As a city, Dallas is space-age: all transport and no people, all buildings and no human scale. But that has its fascination. For nosh, you can get anything you want; for shopping, it's unbeatable value; for accommodation, excellent and cheap; for access, fine. Just bring your own air-conditioner. GPI RATING: Unknown

Admission prices:
Public enclosures: Friday 6, Saturday 7, $ 12; Sunday 8, $ 20; three day pass, $ 25.
Stands: three day pass, $ 40 to $ 175; Sunday 8, main stands, $ 125.
Exchange guide: US $ 1.45 to £.
Bookings:
Dallas Grand Prix, 12700 Preston Road., Suite 155, Dallas, Texas 75230, USA.
Tel.: (214) 458-8467.





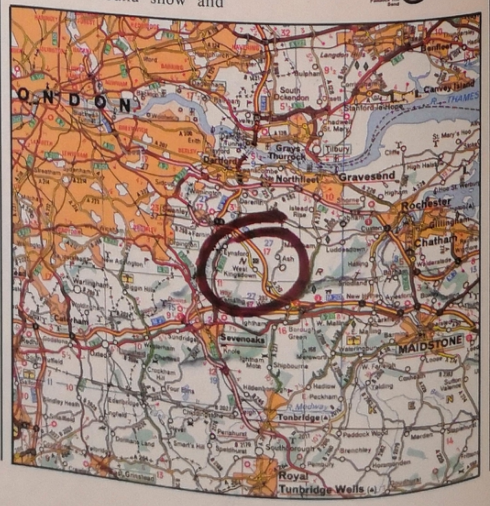
BRITISH GRAND PRIX

BRANDS HATCH

20-22 JULY

The only thing troubling the serenity of Brands is the unpredictability of the British summer, which offers the most unreliable of Julys. It can be baking, or damp, cold and miserable; in the latter condition Brands is no place for man or beast. But the circuit itself, and the atmosphere if you are hardy enough, can keep you going. The British Grand Prix is always a folk festival for car buffs. Brands has a lot against it – awful (despite the best efforts of all) access and worse egress – but it also has a lot going for it. It is a modern, very interesting and challenging track, the amenities are good, the attractions and "things to do" superior, the countryside pretty, visibility fine and the promoter charged with enlightened self-interest. London's in easy reach and Brands is on the way thither for Channel-hoppers. Best of all, Brands always puts on a superior weekend all-round show and cares for its customers. GPI RATING: ****

Admission prices:
Public enclosures: Friday 20, Saturday 21, £ 5; Sunday 22, £ 12.50.
Stands: Sunday 22, £ 17.50 to £ 40.
Bookings:
Brands Hatch Circuit Ltd., Fawkham, Nr Dartford, Kent DA3 8 NG, Great Britain.
Tel.: (0474) 872331.



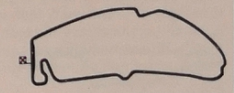
GROSSER PREIS VON DEUTSCHLAND

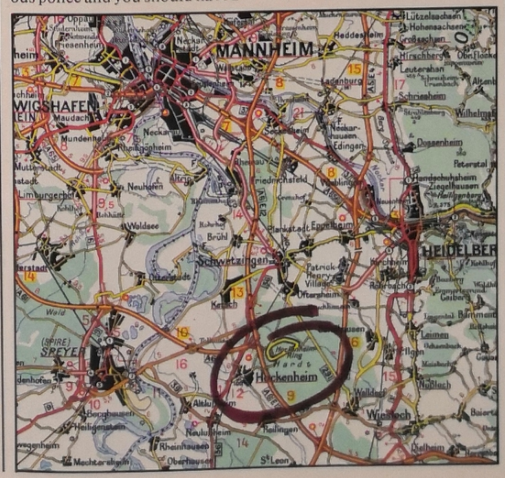
HOCKENHEIM

3-5 AUGUST

It is surrounded by motorways. You can get in, you can get out; you're in the heartland; you can park, camp, walk, and see. It lies in a patch of piny woods on a flat plain. In the opinion of many, the stands at Hockenheimring give you the best of the race and the best race of the season. The track is superb in its combination of straights and curves and the recent races have all had their thrills. Against that, you have to face the fact that if Germans are orderly, they are also aggressive and sometimes abrasive, and that the industrial Rhineland – one or two highspots apart – is no tourist attraction. It is also no place to come with a thirst as a Hockenheim August will certainly leave you dehydrated; so will a diet of beer and Bratwurst. Get past the dogs and the officious police and you should have a great time. On the whole, the circuit is a good compromise: food is average, hotels ample if pricey. GPI RATING: ***

Approximate admission prices:
Stands: Friday 3, DM 20; Saturday 4, DM 25 to DM 50; Sunday 5, DM 50 to DM 145.
Exchange guide: Deutschmarks 3.80 to £.
Bookings:
Automobilclub von Deutschland e.V., Lyoner Strasse, 6000 Frankfurt 71, West Germany.





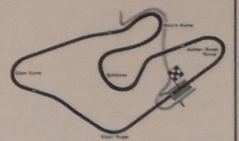
GROSSER PREIS VON ÖSTERREICH

ÖSTERREICHRING

17-19 AUGUST

The Austrian race, ever threatened when there's no Austrian after the championship, is a race of confluences. It's just over the border for Italians, Germans and even, lately, East Europeans. Its setting is unsurpassed. When the sun is out, the air is clean and delicious. One lives among mountains and forests and almost invariably with the local farmer or a tiny hotel: clean, cheap and excellent value. Security is desultory, food plentiful (though no longer cheap) and spectator visibility (particularly from the top of the circuit) unrivalled. Lately, Austria has become – as it comes towards the end of the season – a more important race for all; it also has, however, the reputation of producing surprising results. The circuit is demanding, quick and very interesting, the public friendly and knowledgeable. A debit is access: don't park inside the circuit unless you've got time to kill. GPI RATING: ****

Admission prices:
Public enclosures: Friday 17, 100 Sch; Saturday 18, 160 Sch; Sunday 19, 280 Sch; three day pass, 500 Sch.
Stands: Friday, 60 Sch; Saturday, 160 Sch; Sunday, 450 to 650 Sch.
Exchange guide: 26.65 Schillings to £.
Bookings:
Austrian Grand Prix, Österreichring Strasse, 8720 Knittelfeld, Austria.
Tel.: (03577) 2510.



GROTE PRIJS VAN NEDERLAND

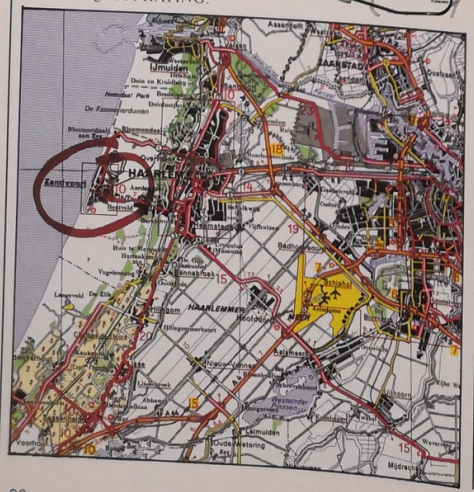
ZANDVOORT

24-26 AUGUST

The place is a spit of sand built on what should be sea, and has the old-fashioned charm and stolidity of a seaside holiday ca. 1930. But Zandvoort dresses up for the Grand Prix weekend; accomodation is cheap, clean and good (in pensions and families); food is not cheap but plentiful; the weather capricious. Even in high summer, the fan is well advised to be ready for rain, wind, a North Sea chill and sand in his boots. Nearby are treasures like Delft and many stay in Amsterdam, which for all the stolidity of its burghers is hardly a dull place. Fans come to Zandvoort from Belgium, France, Germany, and England, and the circuit reflects that international flavour. The circuit, through the dunes and strongly windblown, is bracing rather than comfortable and access (and egress) slow, but the Dutch are organized and it's a pretty balance of seaside and solid racing. GPI RATING: ***

Admission prices:
Public enclosures: Friday 24, FL 20; Saturday 25, FL 25; Sunday 26, FL 50.
Stands: Sunday 26, FL 45 to FL 120.
Exchange guide: 4.30 Florins to £.

Bookings:
CENAU B.V., Postbox 132, 2040 AC Zandvoort, Holland.
Tel.: (02507) 18284.



GRAN PREMIO D'ITALIA

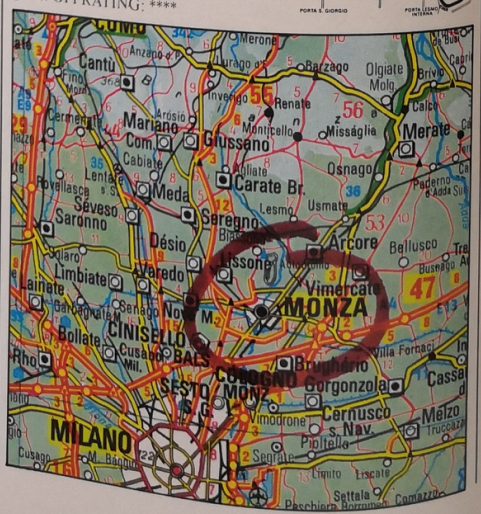
MONZA

7-9 SEPTEMBER

First the good news: Monza is quick, fiercely exciting, vibrant with atmosphere, always hard-fought and magnificently set, with the *tifosi* crammed into every inch of this former royal park. The bad news is that it's dangerous, crowded, inadequately supplied with amenities, well-nigh impossible to get in and out of, often delirious and woefully secured. For visibility, there is no view of the whole, but splendid access to the parts. The circuit has a hundred attractions and activities and seems to live at a higher temperature than any other championship event. But that also makes it no place for the fainthearted. Accommodation is not easy to come by, usually at some distance from the track, but is generally reasonable, while food is plentiful and good. Monza is usually a critical race and technically, it's a very challenging circuit. Survive and you won't forget it. GPI RATING: ****

Admission prices:
Public enclosures: Friday 7, Saturday 8, L 11,500; Sunday 9, L 17,500.
Stands: Friday 7, L 11,500; Saturday 8, L 40,000 to L 70,000; Sunday 9, L 60,000 to L 140,000.
Exchange guide: 2,365 Lira to £.

Bookings:
ACI Milano, Corso Venezia 43, 20121 Milano, Italy.
Tel.: (02) 7745.

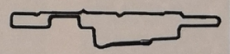


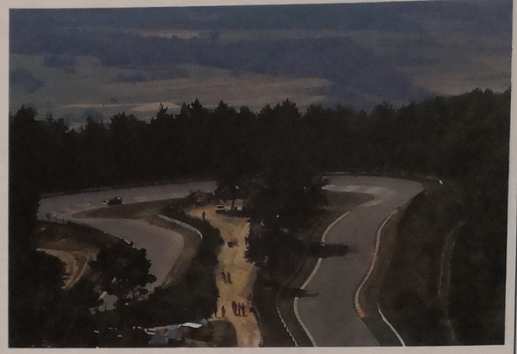
GRAN PREMIO DE ESPAÑA

FUENGIROLA

21-23 SEPTEMBER

No one so far knows anything about Fuengirola; neither whether the cars will race through the streets or on a new circuit to be built outside the town. The fact is, the street-circuit is the more likely, because it's hard to imagine a new circuit being ready and approved in time. Mind you, thinking of Fuengirola, a sort of southern coast Benidorm built around what was once a sleepy Mediterranean village, it's hard to imagine anyone pushing aside the purveyors of fake goatskin wine bottles, fandangoing toreadors and phoney bullfight posters long enough to get a race in. The plusses of this circuit are: superlative and certain weather, excellent (though jammed and mostly Germanic) beaches to lie on between times, decent restaurants and ample hotel space. Gibraltar, Malaga and especially Granada are magical tourist spots within easy access; the peseta is down and a good time should be had by all. An unknown will be crowd control: at Jarama, near Madrid, conditions (for traffic and crowds) have been chaotic enough; down south, in the land of *mañana*, they're likely to be impossible. Stay in town or forget it. Book early, get there early, and lap up the sun. GPI RATING: Unknown





GROSSER PREIS VON EUROPA

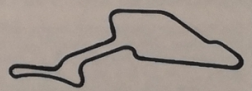
NÜRBURGRING

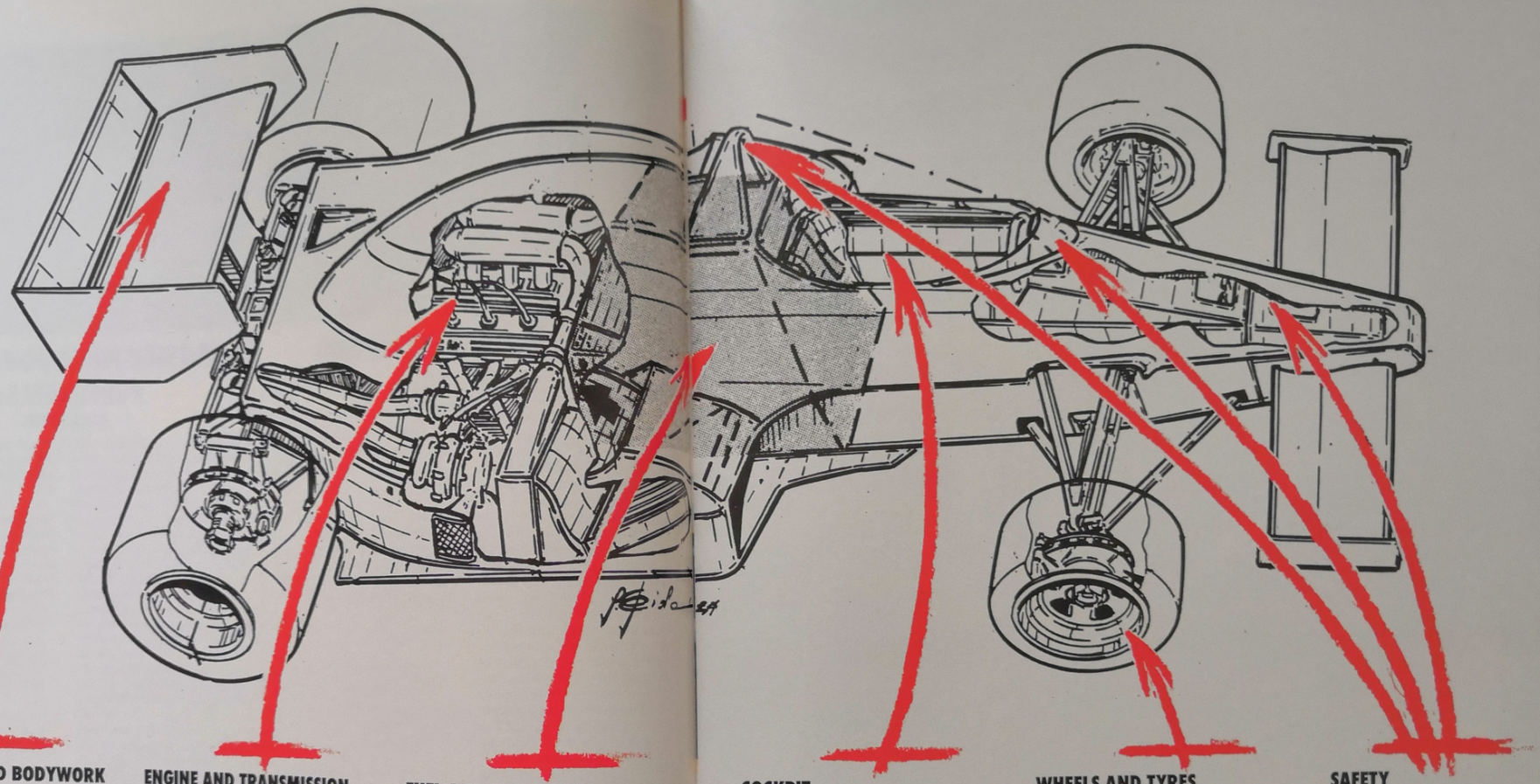
5-7 OCTOBER

The circuit is hallowed, the mountains are misty and even on the shorter track, visibility is limited; but Nürburgring is one of those historic circuits that have produced extraordinary races as well as dull ones. It is the weather that makes for the freak results and the mountainous nature of the track that creates problems for drivers and spectators alike. Access is appalling, lodging almost impossible to find – it is fifty kilometers to even a small town – and amenities unfindable. Nonetheless, the circuit attracts the hordes: all too often aggressive, leather-clad motorcyclists whose idea of weekend fun is racing their machines through the camp-sites in the forest. Between an excess of beer, sausages and phoney *Gemütlichkeit*, a meeting at the Nürburgring is not always an unqualified pleasure, even when rain does not dampen spirits. Security is tight, the cops unfriendly and facilities primitive. But Wagner would have loved the tribal atmosphere. GPI RATING: **

Admission prices: Not details.

Bookings:
Automobilclub von Deutschland e.V., Lyoner Strasse 16, 6000 Frankfurt 71, West Germany.
Tel.: (0611) 660.62.52.





DIMENSIONS AND BODYWORK

No two cars appeared more different last year than the short, stocky Ferrari C3 and the long, narrow Ligier JS 21. But both cars were built to the same regulations. FISA's rules are quite clear: overall width, 215 cms; body width, 140 cms; width of front wing, 150 cms, rear wing, 100 cms; overall height excluding roll-over bar, 100 cms; width of bodywork in front of front track, 120 cms; width of bodywork behind rear track, 60 cms.
All bodywork has to be efficiently and effectively mounted, particularly the rear wings which, since the accidents at the start of the 1969 season, have to remain immobile. Since the ban on skirts in January 1982, each car must have a flat bottom. The current weight limit is 540 kg. without driver.

ENGINE AND TRANSMISSION

The basic essential of the engine rules concerns engine capacity. These rules have been in force since 1967, when the equivalence formula was set at 3000cc for a normally aspirated engine, and 1500cc for an engine which has been boosted, either by super- or turbocharger. This now seems out of date, thanks to the tremendous development of turbocharged engines, which now eclipse their elder, normally-aspirated relations in power terms.
The number of cylinders is limited to 12 and turbines are forbidden. Formula 1 cars, unlike the majority of racing cars, don't have to be fitted with starters, although this increases the number of cars that retire simply because they have spun, stalled and can't restart. Four wheel drive is now banned, and each car has to have a reverse gear.

FUEL AND FUEL TANK

Since the 1983 season, the regulations governing fuel and its tanks have been modified in two ways. Firstly, tanks are limited to 220 litres capacity, and secondly, mid-race fuel stops, a feature of the 1983 season, are also banned. With races being run over between 187.5 miles and 200 miles (but not exceeding two hours), team's major task will be to find a compromise between power and fuel consumption in order not to run out of petrol. Even so, some teams expect to stop for new tyres, and even to add weight, which will certainly enliven races.
Fuel is strictly governed, while the tanks are made of supple rubber (FT3) in order to minimise risk of puncture and subsequent fire in case of an accident.

COCKPIT

What, apart from a fighter plane's cockpit, could be more cramped than that of a Formula 1 car? Even so, there are regulations to ensure that it isn't too small. It must be 60 cms in length, and 45 cms wide. These rules are written to ensure that a driver can get in and out quickly, although a rule that says a driver must be able to get out of his car in five seconds without removing the steering wheel is rarely tested. Cars must have at least two mirrors, a law that would outlaw the Eiffelland which Rolf Stommelen drove back in 1972 which had a single, central mirror. Finally, all cars have to be fitted with six-point seat belts.

WHEELS AND TYRES

Like all single-seaters, Formula 1 cars' wheels and tyres may not be covered by bodywork. And since the end of the 1981 season, the number of wheels has been limited to four, in order to halt any developments towards six-wheelers. Tyres are very strictly limited. Their maximum width may not exceed 18 inches (55 cms), and their maximum diameter is 26 inches (65 cms). Furthermore, the actual number of tyres to be used during qualifying sessions is limited to eight per driver, no matter how many cars he drives. This has restricted drivers to setting their times during a limited number of laps, although for safety reasons this is not a popular move among them, and they are seeking new qualifying regulations.

SAFETY

FISA's safety rules are written entirely for the drivers' protection. The chassis has to be fitted with two roll bars, one around the driver's knees onto which is mounted the dashboard and instruments, and the other behind the driver's head. A straight line drawn between the top of these two roll bars should not cut through the driver's head when he's seated normally in the car. The survival cell is reinforced by a 40 cms long structure ahead of the pedal box.
There are two separate braking systems, so that should there be a fluid leakage in one system, then there is braking either on the front or the back. Two extinguishers, one mounted in the cockpit, the other in the engine compartment, plus two circuit-breakers as well as a survival system (including a bottle of medical air piped direct to the driver's helmet), completes the safety equipment.

LETTER OF THE LAW

Nelson Piquet/Brabham-BMW (photo: Bernard Asset)

A HELMET, MECHANICAL INGENUITY AND A TITLE IN THE BALANCE. NELSON IS NOT ALONE IN THE FACE OF ADVERSITY.

Alain Prost/McLaren-TAG; Patrick Tambay/Renault (photo: Charles Knight)

FIERY CHARIOTS NECK 'N NECK IN A RELENTLESS RACE TO THE TOP OF THE HEAP – JACAREPAGUA

Niki Lauda/McLaren-TAG (photo: Bernard Asset)

HIS NEW TEAMMATE ISN'T PULLING ANY PUNCHES. AGAINST PROST, LAUDA WILL HAVE HIS BACK TO THE WALL.

Michele Alboreto/Ferrari (photo: David Winter)

IT'S BEEN MORE THAN A DECADE SINCE THE SCUDERIA HAD AN ITALIAN DRIVER. MEAT FOR THE PAPARAZZI.

Mechanic working on a new Renault engine (photo: Bernard Asset)

LONG HOURS IN A LABOUR OF LOVE. THE MECHANICS, LO[T] AS SUNSET HERALDS YELLOW NIGHT.

IF YOU LIKE FORMULA 1

YOU'LL LOVE RALLYING!

Eddie Cheever/Alfa Romeo (photo: Lionel Froissart/DPPI)

A ROSE BY ANY OTHER NAME IS STILL A ROSE. BUT WHAT PRICE VICTORY FOR EURORACING?

A PARTIR DU 16 FEVRIER 1984

GRAND PRIX INTERNATIONAL

GRAND PRIX INTERNATIONAL MAGAZINE PARAIT UN JEUDI SUR DEUX

- 182 FRANCS D'ECONOMIE
- UNE RELIURE GRATUITE

FORMULE 1
GROUPE C
RALLYES
ETATS-UNIS

GRAND PRIX INTERNATIONAL MAGAZINE - PARAIT 25 FOIS PAR AN : 21 NUMEROS A 22 FRANCS ET QUATRE NUMEROS SPECIAUX A 30 FRANCS, SOIT 582 FRANCS.

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Eddie Cheever/Alfa Romeo (photo: Lionel Froissart/DPPI)

A ROSE BY ANY OTHER NAME IS STILL A ROSE. BUT WHAT PRICE VICTORY FOR EURORACING?

ACTIVE MAKES' WORLD TITLES

Ferrari:	8
Lotus:	7
Brabham:	2
Williams:	2
Tyrrell:	1
McLaren:	1

ACTIVE MAKES' WIN RECORDS

Ferrari:	88
Lotus:	72
Brabham:	32
McLaren:	30
Tyrrell:	23
Williams:	17
Renault:	15
Alfa Romeo:	10
Ligier:	8

ACTIVE MAKES' POLE POSITION STARTS

Ferrari:	101
Lotus:	88
Renault:	30
Brabham:	29
McLaren:	18
Tyrrell:	14
Alfa Romeo:	12
Williams:	10
Ligier:	9
Arrows:	1

ACTIVE MAKES' FASTEST LAP RECORDS

Ferrari:	96
Lotus:	63
Brabham:	38
McLaren:	20
Tyrrell:	19
Williams:	17
Renault:	16
Alfa Romeo:	14
Ligier:	10
Toleman:	1

ACTIVE MAKES' GRAND PRIX PARTICIPATION

Ferrari:	360
Lotus:	316
Brabham:	279
McLaren:	234
Tyrrell:	193
Williams:	153
Ligier:	123
Renault:	92
Arrows:	88
ATS:	84
Alfa Romeo:	80
Osella:	46
Toleman:	28
Spirit:	6
RAM:	3

GRAND PRIX VICTORIES BY COUNTRY

Great Britain:	117
Argentina:	38
France:	36
United States:	34
Italy:	30
Australia:	26
Austria:	25
Brazil:	25
Sweden:	25
New Zealand:	12
South Africa:	12
Belgium:	10
Switzerland:	8
Canada:	7
Germany:	6
Mexico:	3
Finland:	2
	2

WORLD TITLES (DRIVERS) BY COUNTRY

Great Britain:	10
Argentina:	5
Australia:	4
Brazil:	4
Italy:	3
Austria:	3
United States:	2
New Zealand:	1
South Africa:	1
Finland:	1

ACTIVE DRIVERS' FASTEST LAP RECORDS*

Lauda:	19
Jones:	13
Arnoux:	10
Piquet:	9
Prost:	8
E. Fittipaldi:	6
Laffite:	6
Watson:	5
Reutemann:	4
Jarier:	3
Patrese:	3
Alboreto:	1
de Cesaris:	1
Mansell:	1
Surer:	1
Tambay:	1
Warwick:	1

ALL-TIME CLASSIFICATION OF THE 10 BEST DRIVERS BY FASTEST LAP RECORD

Clark:	27
Fangio:	23
Moss:	20
Lauda:	19
Regazzoni:	15
Stewart:	15
Ickx:	14
Jones:	13
Ascari:	11
Surtees:	11

ACTIVE DRIVERS' CAREER POINT TOTALS*

Lauda:	334.5
Reutemann:	310
E. Fittipaldi:	281
Jones:	202
Laffite:	193
Piquet:	186
Watson:	169
Prost:	139
Arnoux:	134
Tambay:	79
Rosberg:	77
Patrese:	65
de Angelis:	55
Cheever:	47
Alboreto:	35
Jarier:	31.5
Mansell:	25
de Cesaris:	21
Giacomelli:	14
Surer:	11
Warwick:	9
Baldi:	5
Salazar:	3
Sullivan:	2
Winkelhock:	2
Cecotto:	1
Serra:	1

ALL-TIME CLASSIFICATION OF THE 10 BEST DRIVERS BY CAREER POINT TOTALS

Stewart:	360
Lauda:	334.5
Reutemann:	310
G. Hill:	289
E. Fittipaldi:	281
Fangio:	274
Clark:	277.5
Brabham:	261
Scheckter:	255
Hulme:	248

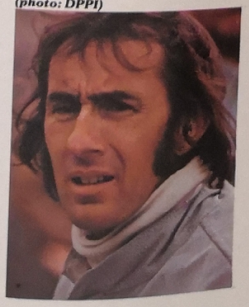
The flat-12 Alfa Romeo-engined Brabham BT48 in which Nelson Piquet learned so much in 1979. (photo: DPPI)

Monza '73: Jacky Ickx and the difficult Ferrari 312B3. (photo: DPPI)

A legend in his lifetime, and twice a world champion: Jim Clark. (photo: DPPI)

Jochen Rindt, whose talents brought him a title in 1970. Posthumously, alas. (photo: DPPI)

The serious face of a Scot who took three world titles: Jackie Stewart. (photo: DPPI)



When Tyrrell went loco: Patrick Depailler in the P34 six-wheeler at Jarama in '76. (photo: DPPI)

Buenos Aires '72: Emerson Fittipaldi heads for his first world championship, in the immortal Lotus 72. (photo: DPPI)

Zandvoort '66: the Brabham-Repcos of Jack Brabham and Denny Hulme fight it out with Jim Clark's Lotus-Climax. (photo: DPPI)

Ronnie Peterson, the king without a crown. (photo: DPPI)

Carlos Reutemann: film star looks and a profound thinker.

ALL-TIME CLASSIFICATION OF THE 10 BEST DRIVERS BY GRAND PRIX PARTICIPATION

G. Hill:	176
Watson:	151
Reutemann:	146
E. Fittipaldi:	144
Lauda:	141
Jarier:	136
Laffite:	136
Regazzoni:	132
Andretti:	128
Brabham:	126

ACTIVE DRIVERS' GRAND PRIX PARTICIPATION*

Watson:	151
Reutemann:	146
E. Fittipaldi:	144
Lauda:	141
Jarier:	136
Laffite:	136
Jones:	97
Patrese:	96
Arnoux:	79
Piquet:	78
de Angelis:	72
Tambay:	70
Giacomelli:	69
Rosberg:	66
Prost:	57
Cheever:	54
Surer:	50
de Cesaris:	46
Mansell:	43
Alboreto:	41
Warwick:	27
Winkelhock:	27
Baldi:	26
Salazar:	24
Boesel:	23
Guerrero:	21
Serra:	18
Sullivan:	15
Boutsen:	10
Cecotto:	9
C. Fabi:	9
Ghinzani:	8
T. Fabi:	7
Johansson:	6
Gabbiani:	3
Acheson:	1
Palmer:	1

ALL-TIME CLASSIFICATION OF THE 10 BEST DRIVERS BY NUMBER OF MILES AS RACE LEADER

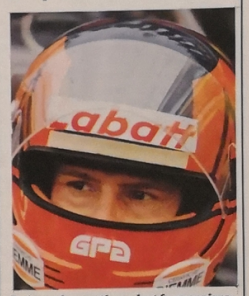
Clark:	6,368 (25 wins)
Stewart:	5,673 (27 wins)
Lauda:	3,866 (19 wins)
G. Hill:	2,886 (14 wins)
Brabham:	2,838 (14 wins)
Piquet:	2,384 (10 wins)
Andretti:	2,236 (12 wins)
Reutemann:	2,068 (12 wins)
Peterson:	2,067 (10 wins)
Hunt:	2,018 (10 wins)

ACTIVE DRIVERS' APPROXIMATE NUMBER OF MILES AS RACE LEADERS*

Lauda:	3,866 (19 wins)
Piquet:	2,384 (10 wins)
Reutemann:	2,068 (12 wins)
Prost:	1,826 (9 wins)
Jones:	1,798 (12 wins)
Arnoux:	1,591 (7 wins)
E. Fittipaldi:	1,328 (14 wins)
Laffite:	890 (6 wins)
Watson:	778 (5 wins)
Patrese:	449 (2 wins)
Tambay:	393 (2 wins)
Rosberg:	367 (2 wins)
Jarier:	288 (no wins)
de Cesaris:	110 (no wins)
Giacomelli:	109 (no wins)
Alboreto:	80 (2 wins)
de Angelis:	19 (1 win)

ACTIVE DRIVER'S WIN RECORDS*

Lauda:	19
E. Fittipaldi:	14
Jones:	12
Reutemann:	12
Piquet:	10
Prost:	9
Arnoux:	7
Laffite:	6
Watson:	5
Alboreto:	2
Patrese:	2
Rosberg:	2
Tambay:	2
de Angelis:	1



Imitated sometimes but forever irreplaceable: the late Gilles Villeneuve. (photo: DPPI)

ALL-TIME CLASSIFICATION OF THE 12 BEST DRIVERS BY NUMBER OF WINS

Stewart:	27
Clark:	25
Fangio:	24
Lauda:	19
Moss:	16
Brabham:	14
E. Fittipaldi:	14
G. Hill:	14
Ascari:	13
Andretti:	12
Jones:	12
Reutemann:	12

ACTIVE DRIVERS' STARTS IN POLE POSITION*

Lauda:	24
Arnoux:	18
Prost:	10
Piquet:	8
Laffite:	7
E. Fittipaldi:	6
Jones:	6
Reutemann:	6
Tambay:	4
Jarier:	3
Patrese:	2
Rosberg:	2
Watson:	2
de Angelis:	1
de Cesaris:	1
Giacomelli:	1

ALL-TIME CLASSIFICATION OF THE 10 BEST DRIVERS BY STARTS IN POLE POSITION

Clark:	33
Fangio:	28
Lauda:	24
Andretti:	18
Arnoux:	18
Stewart:	17
Moss:	16
Ascari:	14
Hunt:	14
Peterson:	14

* Drivers active during the '83 season or who are F1 hopefuls for 1984.

WORLD CHAMPIONS

1950	Nino Farina (I)	Alfa Romeo
1951	Juan-Manuel Fangio (RA)	Alfa Romeo
1952	Alberto Ascari (I)	Ferrari
1953	Alberto Ascari (I)	Ferrari
1954	Juan-Manuel Fangio (RA)	Mercedes/Maserati
1955	Juan-Manuel Fangio (RA)	Mercedes
1956	Juan-Manuel Fangio (RA)	Lancia/Ferrari
1957	Juan-Manuel Fangio (RA)	Maserati
1958	Mike Hawthorn (GB)	Ferrari
1959	Jack Brabham (AUS)	Cooper Climax
1960	Jack Brabham (AUS)	Cooper Climax
1961	Phil Hill (USA)	Ferrari
1962	Graham Hill (GB)	BRM
1963	Jim Clark (GB)	Lotus Climax
1964	John Surtees (GB)	Ferrari
1965	Jim Clark (GB)	Lotus Climax
1966	Jack Brabham (AUS)	Brabham Repco
1967	Denis Hulme (NZ)	Brabham Repco
1968	Graham Hill (GB)	Lotus Ford
1969	Jackie Stewart (GB)	Matra Ford
1970	Jochen Rindt (A)	Lotus Ford
1971	Jackie Stewart (GB)	Tyrrell Ford
1972	Emerson Fittipaldi (BR)	Lotus Ford
1973	Jackie Stewart (GB)	Tyrrell Ford
1974	Emerson Fittipaldi (BR)	McLaren Ford
1975	Niki Lauda (A)	Ferrari
1976	James Hunt (GB)	McLaren Ford
1977	Niki Lauda (A)	Ferrari
1978	Mario Andretti (USA)	Lotus Ford
1979	Jody Scheckter (ZA)	Ferrari
1980	Alan Jones (AUS)	Williams Ford
1981	Nelson Piquet (BR)	Brabham Ford
1982	Keke Rosberg (SF)	Williams Ford
1983	Nelson Piquet (BR)	Brabham BMW

The McLaren M23. In a long reign it carried James Hunt to his 1976 world championship. (photo: DPPI)

Alan Jones: an aggressive 1980 champion with Williams. (photo: DPPI)

FOR THE RECORD

DRIVERS

– MOST WORLD CHAMPIONSHIP TITLES: Fangio, five-time champion (1951, 1954, 1955, 1956, 1957).
– MOST WINS IN A SINGLE SEASON: Clark, seven victories in 1963.
– LONGEST WINNING STREAK: Ascari, six victories in a row (1952).
– YOUNGEST WINNER EVER: McLaren, 22 years old (USA 1959).
– OLDEST WINNER EVER: Fagioli, 53 years old (France 1951).
– WINNERS OF THEIR FIRST GRAND PRIX RACE: Farina (GB 1950); Baghetti (France 1961).
– WINNERS IN THEIR FIRST SEASON OF GRAND PRIX RACING: Farina, three-time winner in 1950 (GB, Switzerland, Italy); Fangio, three-time winner in 1950 (Monaco, Belgium, France); Stewart in 1965 (Italy); Regazzoni in 1970 (Italy); Fittipaldi in 1970 (USA).
– MOST POLE POSITION STARTS IN A SINGLE SEASON: Peterson, nine times in 1973; Lauda, nine times in 1974 and in 1975.
– MOST CONSECUTIVE STARTS IN POLE POSITION: Lauda, six times in 1974.
– POLE POSITION START IN THEIR FIRST GRAND PRIX RACE: Farina (GB 1950); Andretti (USA 1968); Reutemann (Argentina 1972).
– MOST FASTEST LAPS IN A SINGLE SEASON: Clark, six times in 1963 and 1965.
– MOST GRAND PRIX FINISHES, SCORING POINTS: Reutemann, 66 times out of 146 Grands Prix.
– LONGEST POINT-SCORING STREAK: Reutemann, scored in 15 consecutive Grands Prix over the 1980 and 1981 seasons.

MAKES

– MOST WINS IN A SINGLE SEASON: Lotus, eight victories in 1978.
– LONGEST WINNING STREAK: Ferrari, seven straight victories in 1952, and again in 1953.
– MAKES WINNING IN THEIR FIRST GRAND PRIX RACE: Alfa Romeo (GB 1950); Mercedes (France 1954); Wolf (Argentina 1977).
– MOST POLE POSITION STARTS IN A SINGLE SEASON: Lotus, twelve times in 1978.

34 YEARS OF THE WORLD CHAMPIONSHIP

YEAR	SOUTH AFRICA	GERMANY	ARGENTINA	AUSTRIA	BELGIUM	BRAZIL	CANADA	DETROIT	SPAIN	EUROPE	FRANCE	GT BRITAIN	HOLLAND	INDIANAPOLIS	ITALY	JAPAN	LONG BEACH	LAS VEGAS	MARROCCO	MEXICO	MONACO	PESCARA	PORTUGAL	SAN MARINO	SWEDEN	SWITZERLAND	U.S.A.	WORLD CHAMPION DRIVERS	WORLD CHAMPION CONSTRUCTORS
1950											J.-M. FANGIO Alfa Romeo			J. FARINA Alfa Romeo	N. FARINA Alfa Romeo												BIONDETTI, 30 points 1° J. Fangio, 30 2° L. Fagioli, 27	
1951		A. ASCARI Ferrari							J.-M. FANGIO Alfa Romeo		FARINA-FAGIOLI Alfa Romeo			L. WILLIAMS Bolaqui	A. ASCARI Ferrari												J.-M. FANGIO 1° J. Fangio, 25 2° A. Ascari, 24	
1952		A. ASCARI Ferrari			A. ASCARI Ferrari						A. ASCARI Ferrari	A. ASCARI Ferrari	A. ASCARI Ferrari	T. RUTTMAN Arzentina	A. ASCARI Ferrari												A. ASCARI 1° A. Ascari, 36 2° J. Fangio, 26	
1953		M. HAWTHORN Ferrari			A. ASCARI Ferrari				M. HAWTHORN Ferrari		A. ASCARI Ferrari	F. GONZALEZ Ferrari		B. VUKOVICH Ford Indian Spec.	J.-M. FANGIO Maserati												A. ASCARI 1° A. Ascari, 34,5 2° J. Fangio, 28	
1954		J.-M. FANGIO Mercedes Benz			J.-M. FANGIO Mercedes Benz						J.-M. FANGIO Mercedes Benz		J.-M. FANGIO Mercedes Benz	B. VUKOVICH Ford Indian Spec.	J.-M. FANGIO Mercedes Benz											J.-M. FANGIO	J.-M. FANGIO 1° Fangio, 25 2° Hawthorn, 25	
1955												S. MOSS Mercedes Benz		S. VUKOVICH Ford Indian Spec.	J.-M. FANGIO Mercedes Benz				M. TRINTIGNANT Ferrari		S. MOSS Mercedes						J.-M. FANGIO 1° J. Fangio, 40 2° P. Taruffi, 23	
1956		J.-M. FANGIO Lancia Ferrari	FARINA-MOSSO Ferrari											P. TARUFFI Ferrari Tipo Spec.	S. MOSS Maserati						J.-M. FANGIO Lancia Ferrari	S. MOSS Maserati						J.-M. FANGIO 1° J. Fangio, 33 2° P. Taruffi, 25	
1957		J.-M. FANGIO Maserati	J.-M. FANGIO Maserati								J.-M. FANGIO Maserati	ROSS-BRUSHES Vanwall		S. HANKS Aston Martin Lagonda	S. MOSS Maserati				S. MOSS Vanwall								J.-M. FANGIO 1° J. Fangio, 40 2° S. Moss, 25	
1958		T. BRUSES Vanwall	J. MOSS Cooper Climax		T. BRUSES Vanwall						M. HAWTHORN Ferrari	P. COLLINS Ferrari		P. COLLINS Ferrari	T. BRUSES Ferrari				S. MOSS Vanwall		M. TRINTIGNANT Cooper Climax		S. MOSS Vanwall				MIKE HAWTHORN, 42 1° Hawthorn, 39	VANWALL
1959		S. BRUSES Cooper									T. BRUSES Cooper Climax	J. BRABHAM Cooper Climax	J. BRUSES BRM	J. BRABHAM Cooper Climax	B. INGLI Lotus Climax						J. BRABHAM Cooper Climax		S. MOSS Cooper Climax				J. BRABHAM, 31 1° J. Brabham, 31	COOPER-CLIMAX
1960			M. ALBORETO Lotus Climax		T. BRUSES Cooper Climax						J. BRABHAM Cooper Climax	J. BRABHAM Cooper Climax	J. BRABHAM Cooper Climax	J. BRABHAM Aero Pace	P. HILL Ferrari						S. MOSS Lotus Climax		J. BRABHAM Cooper Climax				J. BRABHAM, 43 1° J. Brabham, 34	COOPER-CLIMAX
1961		G. HILL BRM	S. MOSS Lotus Climax		P. HILL Ferrari						G. BAGHETTI Ferrari	W. VON TRIPS Ferrari	G. CLARK Lotus Climax	G. HILL BRM	J. CLARK Lotus Climax						S. MOSS Lotus Climax		B. HOLLAIDA Cooper Climax				J. HILLARD Lotus Climax		TYPE 156, 34 1° P. Hill, 34	FERRARI
1962		G. HILL BRM	J. CLARK Lotus Climax		J. CLARK Lotus Climax						D. BARNEY Porsche	J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. CLARK Lotus Climax						J. CLARK Lotus Climax		B. HOLLAIDA Cooper Climax				J. CLARK Lotus Climax		49, 51, 52, 53, 54, 56, 57 1° J. Clark, 30	BRM
1963		J. CLARK Lotus Climax	J. SURTEES Ferrari		J. CLARK Lotus Climax						G. GARRETT Brabham Climax	J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. SURTEES Ferrari						G. HILL BRM						JIM CLARK, 54 1° J. Clark, 54	LOTUS-CLIMAX
1964		J. CLARK Lotus Climax		J. RAINDIN Ferrari	J. CLARK Lotus Climax						J. BRABHAM Brabham Repco	J. BRABHAM Brabham Repco	J. CLARK Lotus Climax	J. BRABHAM Brabham Repco	J. SURTEES Ferrari						R. ATTWOOD Brabham Repco		G. HILL BRM				G. HILL BRM		JOHN SURTEES, 40 1° J. Surtees, 41	FERRARI
1965		J. CLARK Lotus Climax			J. CLARK Lotus Climax						J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. CLARK Lotus Climax	J. BRABHAM Brabham Repco	J. STEWART Lotus Climax						J. SURTEES Honda		G. HILL BRM				J. CLARK Lotus Climax		JIM CLARK, 54 1° J. Clark, 54	LOTUS-CLIMAX
1966		P. RODRIGUEZ Cooper Maserati	J. STEWART Matra Ford		R. MIAMS Brabham Repco		J. BRABHAM Brabham Repco				J. BRABHAM Brabham Repco	J. BRABHAM Brabham Repco	J. CLARK Lotus Ford	J. BRABHAM Brabham Repco	J. BRABHAM Brabham Repco						J. CLARK Lotus Ford		D. HULME Brabham Repco				J. CLARK Lotus Ford		JACK BRABHAM, 42 1° Brab., 31	BRABHAM REPCO
1967		J. CLARK Lotus Ford	J. STEWART Matra Ford		D. HULME McLaren Ford		J. SIFFERT Lotus Ford		G. HILL Lotus Ford		J. SIFFERT Lotus Ford	J. STEWART Matra Ford	J. STEWART Matra Ford	J. SIFFERT Lotus Ford	D. HULME McLaren Ford						G. HILL Lotus Ford		D. HULME McLaren Ford				J. STEWART Matra Ford		DENNY HULME, 51 1° Hulme, 51	BRABHAM REPCO
1968		G. HILL Lotus Ford	J. ICKX Ferrari		R. MIAMS McLaren Ford		J. ICKX Brabham Ford		J. STEWART Matra Ford		J. STEWART Matra Ford	J. STEWART Matra Ford	J. HULME McLaren Ford	J. STEWART Matra Ford	J. STEWART Matra Ford						D. HULME McLaren Ford		J. STEWART Matra Ford				J. STEWART Matra Ford		GRAHAM HILL, 48 1° G. Hill, 48	LOTUS-FORD
1969		J. STEWART Matra Ford	J. ICKX Brabham Ford		J. ICKX Brabham Ford		J. STEWART Matra Ford		J. STEWART Matra Ford		J. STEWART Matra Ford	J. HULME McLaren Ford	J. HULME McLaren Ford	J. HULME McLaren Ford	J. STEWART Matra Ford						J. ICKX Ferrari		J. STEWART Matra Ford				JACKIE STEWART, 63 1° Stewart, 63	MATRA-FORD
1970		J. BRABHAM Brabham Ford	J. ICKX Ferrari	F. RODRIGUEZ BRM			J. ICKX Brabham Ford		J. STEWART March Ford		J. RINDT Lotus Ford	J. RINDT Lotus Ford	J. RINDT Lotus Ford	J. RINDT Lotus Ford	J. ICKX Ferrari						J. ICKX Ferrari		J. STEWART March Ford				JACKIE STEWART, 63 1° Stewart, 63	LOTUS-FORD
1971		M. ANDRETTI Ferrari	J. STEWART Tyrrell Ford		J. STEWART Tyrrell Ford		J. STEWART Tyrrell Ford		J. STEWART Tyrrell Ford		J. STEWART Tyrrell Ford	J. STEWART Tyrrell Ford	J. STEWART Tyrrell Ford	J. STEWART Tyrrell Ford	J. ICKX Ferrari						P. REVSON STP		J. STEWART Tyrrell Ford				F. CEVERT Tyrrell Ford		JACKIE STEWART, 62 1° Stewart, 62	TYRRELL-FORD
1972		D. HULME McLaren Ford	J. ICKX Ferrari	J. STEWART Tyrrell Ford	E. FITTIPALDI Lotus Ford		E. FITTIPALDI Lotus Ford		E. FITTIPALDI Lotus Ford		R. REVSON STP	R. REVSON STP	E. FITTIPALDI Lotus Ford	E. FITTIPALDI Lotus Ford	E. FITTIPALDI Lotus Ford						J.-P. BELTOISE BRM		J. STEWART Tyrrell Ford				E. FITTIPALDI Lotus Ford		EMERSON FITTIPALDI, 61 1° Stewart, 61	LOTUS-FORD
1973		J. STEWART Tyrrell Ford	E. FITTIPALDI Lotus Ford	R. PETERSON Lotus Ford	J. STEWART Tyrrell Ford		E. FITTIPALDI Lotus Ford		R. PETERSON Lotus Ford		R. PETERSON Lotus Ford	R. PETERSON Lotus Ford	J. STEWART Tyrrell Ford	R. PETERSON Lotus Ford	R. PETERSON Lotus Ford						R. PETERSON Lotus Ford		J. SCHECKTER Tyrrell Ford				R. PETERSON Lotus Ford		JACKIE STEWART, 71 1° Peterson, 72 2° Fittipaldi, 55	LOTUS-FORD
1974		C. REUTEMANN Brabham Ford	C. REUTEMANN Brabham Ford	C. REUTEMANN Brabham Ford	E. FITTIPALDI Lotus Ford		C. REUTEMANN Brabham Ford		R. PETERSON Lotus Ford		M. LAUDA Ferrari	R. PETERSON Lotus Ford	R. PETERSON Lotus Ford	C. REUTEMANN Brabham Ford	R. PETERSON Lotus Ford						C. REGAZZONI Ferrari		C. REUTEMANN Brabham Ford				C. REUTEMANN Brabham Ford		EMERSON FITTIPALDI, 55 1° Fittipaldi, 55 2° Reutemann, 45	MCLAREN-FORD
1975		J. SCHECKTER Tyrrell Ford	C. REUTEMANN Brabham Ford	N. PILETTE Brabham Ford	N. LAUDA Ferrari		C. PACE Brabham Ford		J. MASS McLaren Ford		J. HUNT McLaren Ford	M. LAUDA Ferrari	J. HUNT McLaren Ford	M. ANDRETTI Lotus Ford	M. LAUDA Ferrari						C. REGAZZONI Ferrari		J. HUNT McLaren Ford				NIKI LAUDA, 64,5 1° Lauda, 64,5 2° Fittipaldi, 57	FERRARI
1976		N. LAUDA Ferrari	J. HUNT McLaren Ford	J. SCHECKTER Wolf Ford	J. HUNT McLaren Ford		J. SCHECKTER Wolf Ford		M. ANDRETTI Lotus Ford		M. LAUDA Ferrari	J. HUNT McLaren Ford	M. ANDRETTI Lotus Ford	J. HUNT McLaren Ford	M. LAUDA Ferrari						M. LAUDA Ferrari		J. SCHECKTER Wolf Ford				J. HUNT McLaren Ford		JAMES HUNT, 69 1° Hunt, 69	FERRARI
1977		N. LAUDA Ferrari	M. LAUDA Ferrari	J. SCHECKTER Wolf Ford	C. REUTEMANN Ferrari		C. REUTEMANN Ferrari		M. ANDRETTI Lotus Ford		M. ANDRETTI Lotus Ford	M. ANDRETTI Lotus Ford	M. ANDRETTI Lotus Ford	M. ANDRETTI Lotus Ford	M. LAUDA Ferrari						M. LAUDA Ferrari		J. LAFFITE Ligier Matra				J. HUNT McLaren Ford		NIKI LAUDA, 72 1° Lauda, 72 2° Andretti, 47	FERRARI
1978		R. PETERSON Lotus Ford	M. ANDRETTI Lotus Ford	R. PETERSON Lotus Ford	M. ANDRETTI Lotus Ford		M. ANDRETTI Lotus Ford		P. DEPAILLER Ligier Ford		J.-P. JABOUILLE Renault	A. JONES Williams Ford	J. LAFFITE Ligier Ford	A. JONES Williams Ford	J.-P. JABOUILLE Renault						C. REUTEMANN Ferrari		G. VILLENEUVE Ferrari				C. REUTEMANN Ferrari		MARIO ANDRETTI, 64 1° Andretti, 64 2° Reutemann, 48	LOTUS-FORD
1979		G. VILLENEUVE Ferrari	A. JONES Williams Ford	J. LAFFITE Ligier Ford	A. JONES Williams Ford		J. LAFFITE Ligier Ford		A. JONES Williams Ford		A. JONES Williams Ford	J. LAFFITE Ligier Ford	J.-P. JABOUILLE Renault	A. JONES Williams Ford	A. JONES Williams Ford						J. LAFFITE Ligier Matra		J. SCHECKTER Ferrari				G. VILLENEUVE Ferrari		JODY SCHECKTER, 61 1° Scheckter, 61	FERRARI
1980		R. ARNOUX Renault	J. LAFFITE Ligier Ford	N. PIQUET Brabham Ford	R. ARNOUX Renault		D. PIRONI Ligier Ford		C. REUTEMANN Williams Ford		J. LAFFITE Ligier Matra	C. REUTEMANN Williams Ford	J. LAFFITE Ligier Ford	C. REUTEMANN Williams Ford	A. JONES Williams Ford						N. PIQUET Brabham Ford		A. JONES Williams Ford				C. REUTEMANN Williams Ford		ALAN JONES, 67 1° Jones, 67 2° Reutemann, 42	WILLIAMS-FORD
1981		N. PIQUET Brabham Ford	P. TAMBAY Ferrari		E. de ANGELIS Lotus Ford		N. PIQUET Brabham BMW		G. VILLENEUVE Ferrari		J. WATSON McLaren Ford				N. PIQUET Brabham BMW								N. PIQUET Brabham Ford		D. PIRONI Ferrari				NELSON PIQUET, 59 1° Piquet, 59 2° Jones, 49	WILLIAMS-FORD
1982		A. PROST Renault		A. PROST Renault			N. PIQUET Brabham BMW		R. ARNOUX Renault		A. PROST Renault	R. ARNOUX Renault	A. PROST Renault	R. ARNOUX Renault	A. PROST Renault						R. PATRESE Williams Ford				K. ROSBERG Williams Ford		KEKE ROSBERG, 44 1° Rosberg, 44	FERRARI
1983		R. PATRESE Brabham BMW	R. ARNOUX Renault	A. PROST Renault	R. ARNOUX Renault		M. ALBORETO Ferrari		N. PIQUET Brabham BMW		R. ARNOUX Renault	N. PIQUET Brabham BMW	N. PIQUET Brabham BMW	N. PIQUET Brabham BMW	R. ARNOUX Renault						N. PIQUET Brabham BMW				K. ROSBERG Williams Ford		NELSON PIQUET, 59 1° Piquet, 59 2° Arnoux, 49	FERRARI

WINTER WONDERLAND

FOR CENTURIES NOW THEY HAVE BEEN SPARED THE MANY TRAUMATISMS WHICH HAVE MARKED THE REST OF EUROPE. SWEDEN HAS FOUND OTHER SOURCES FOR ITS LEGENDS. THEIR CONFLICTS ARE INTERNAL, OR SPORTING, AND IT IS FROM THIS SOURCE THAT THE GENTLE TALE OF PER AND STIG, THE GNOME AND THE WOODCUTTER, COMES. A STORY ABOUT THE DEEP AND MYSTERIOUS FOREST OF VARMLAND.

by Cyril Frey

With the passing of each harsh, northern winter, the forest Varmland just becomes that much more deeply ingrained in steadfast habits all its own. And in the same tradition, it has a cast of woodland characters all its own. One of these is Stig Blomqvist, a robust woodcutter who has grown intimate with the forest, a result of wandering along its well-worn paths from the first snow to the thaws of spring.

Now, some of the more staids inhabitants of Varmland began to take offence at what they deemed was woodcutter Blomqvist's excessive familiarity, and decided to show their displeasure at having his heavy feet tread upon the white carpets they considered their own. So they called upon the most clever amongst them: the gnome Per Eklund, known as Pekka, who was instructed not to let Stig out of his sight, and to play a few good tricks on him along the way. Alas! They had underestimated their adversary and overlooked the possibility that even the cleverest of gnomes was not infallible. One day, the woodcutter was advancing steadily through the woods when Pekka popped up and went after him. They twisted and turned, through hollows and drifts, slipping, sliding, speeding over the wintry landscape. Suddenly, a thick fog settled on the land and Pekka abruptly found himself turning in circle. The malicious little gnome still had his mind set on playing one last joke on Stig. He rubbed his hands together in glee, thinking how he would fly past the woodcutter, then throw snow in his eyes. But which way had he gone? Pekka looked right, then left, only to see a wall of swirling northern mist. So he plucked up his courage and plunged ahead. Plop! Tumbling nose first into a snowbank. As he brushed himself off, he started to hear strange noises – and his imagination began to play tricks on him! The next thing, fearful of bumping into the wolf, Pekka was scurring home, promising himself each step of the way that he would never be caught at such games again. This was not to be the day that Blomqvist would be chased out of his forest.

"I FINISHED 2ND BY LUCK, NOT BY TALENT" - MICHÈLE MOUTON

What is the Swedish Rally, if not the annual rewriting of one of those legends which have fascinated Swedes, big and small, since the beginning of time? It would not come to our minds – nor theirs – to use such metaphors when talking of Formula 1, but rallying is a sport born of the great outdoors, and as such suits the children of Selma Lagerlof and Gustave Vasa! The man's efforts at the wheel of his car seem to be in total harmony with nature, more so than in any similar competition. Driving in snowy Sweden requires a delicate balance, a perfect utilisation of ground conditions, a mastery of artistic sliding, all of which come easier to local competitors. Only one foreigner has won the *"Svenska Rallyt"* and even then, it was a Finn, Hannu Mikkola, at the wheel of a superior 4wd Audi. The best result to be obtained by a meridional competitor so far has been third (Jean-Luc Thérier and Walter Röhrl). It was written that a true daughter of the sun would beat their record one cold morning in February of 1984: Michèle Mouton finished 2nd in her Quattro, a performance on which she commented sardonically, *"I finished 2nd by luck, not by talent."*

It is true that behind Blomqvist, our woodcutter of the seven victories, Eklund the gnome would well have deserved the silver medal. Except that, in the thick fog of the twelfth special stage, an error in the manipulation of his Audi's electronic clutch (placed near the gearshift lever) landed him in a snowbank. An error which cost him 15 minutes and a frenzied scramble to work his way back up... to 3rd place overall.

"WE DIDN'T EVEN KNOW WHAT THEY WERE REPROACHING US FOR IN THEIR REPORTS" - LARS OSTERLIND

Like Eklund, the Finn Lasse Lampi was driving a privately-sponsored Audi, but was beset by gearbox problems early on, leaving the two official Audis to finish one-two. Mats Jonsson and his Opel Ascona finished 4th, a logical finish for the Group B car. Afterwards came the first – and at times heroic – machine of Group A: the Opel Ascona of promotor Lars-Erik Torph. Followed by Björn Johansson who ran 3rd for a long time, and the Audi 80 Quattro of rising star Mikael Eriksson, from whom a better performance had been expected. The Group A star at the beginning of the race was none other than old veteran Ola Strömberg (Saab 99 Turbo) whose early efforts unfortunately did not pay off.

It was the see-saw battle waged between the outsiders from the second division which gave this rally some spice. And luckily so, because aside from Audi's domination, the numerous spectators crowded along the spectacular course were mostly there to cheer on their favourite sons. Indeed, Norwegians practically outnumbered the Swedes who had turned out for the event. Yet in spite of the public's enthusiasm, one thing remained clear: having four-wheel drive on snow remains the ultimate winter rallying weapon. And one must wait for the erstwhile competition to take up the challenge; only then can the Swedish Rally be truly considered an exceptional test, something which its wintry nature gives it a right to be. It needs to get back into the Makes' World Championship, from which it was removed four years ago, to be given instead the double label of World Championship (drivers)/European Championship. Small consolation for the organisers. We asked the president of the Swedish Federa-

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Rallying ranks only eight in popularity in Sweden. However, public enthusiasm is fast growing. (Photo: André Marzoli)

tion, Lars Osterlind, to tell us again how this "destitution" had come about:
"Four years ago, when two rallies had to be removed from the World Championship (Makes) at the request of BPICA, the two chosen were those which had been the least well noted in the reports of FISA observers, that is Sweden and 1000 Lakes. Neither one

HE QUIT HIS JOB TO GO RALLYING IN SWEDEN!

had representatives at the time with the authorities, and in our case, we didn't even know what they were reproaching us with in their reports, nor what they wanted us to change. At first we were furious at this sanction, but I realise today that our anger came

from our poor knowledge of our responsibilities as organisers. Since that time, along with Finland, we have won a seat on FISA's rally commission, a seat which I occupy. We now know what is necessary to organise a serious rally, and the points obtained by the Swedish Rally in the last four years have been in constant progression. Our officials now undergo an intensive training program, the purpose of which is to adapt our own standards to international regulations. The Federation has invested quite heavily in this, and I think we shall see the results soon."
Indeed, of the fourteen rallies which were candidates in 1983 for a place in the 1984 World Championship (Makes), Sweden was rated eight by FISA. The 1984 edition, remarkably well organised, and offering in particular excellent service for the press, should convince the judges to re-instate this rally on the Makes and Drivers calendar by February, 1985. It would be well-deserved. Each year, 600 rallies are organised in Sweden (it's even the site of the Norwegian National Championship!) for the pleasure of its 11,000 licensed rally drivers. The Swedish Championship is made up of eight tests, each of which comprises three categories: international (Group A), national (former Group 2), and standard (Groups A and 2, closer to production).
The "international" champion, in title, is Strömberg, who preceded Mikael Eriksson and Björn Johansson (Saab-Audi-Opel) in 1983. Blomqvist, Eklund and Waldegaard, you no doubt guessed, had other things on their minds. At the Swedish Rally, only international-class cars are permitted. Not Group N, made in Sweden. Why? *"Swedes don't really want to drive production cars,"* replies Mr Osterlind. *"They like to be able to make some modifications. Group N is also a class with very severe technical scrutineering. Therefore, we do without it but try to create something similar with 'economy class'."*
Rallying in Sweden is not too expensive because the route is kept a secret, thereby barring practice. The only exception is this Svenska Rallyt, which would become a terrifying and deadly ice rink for foreign teams were they not allowed to inspect the terrain before the start. A number of British and French teams made the trip this year, attracted by the very agreeable conditions offered by the organisers (free lodging, free registration, etc.). There were interesting tales along the way, like the Englishman who asked his boss for some time off in order to participate, and having been denied, quit his job on the spot. Then there was the Frenchman who, the day before the rally, found himself without a teammate. No panic: he took on the agreeable Swedish family-man with whom he had been staying the week of the event. The latter had absolutely no experience in the subject at hand, but managed quite nicely, becoming a local hero in the process. Thus are great vocations born!

NO GROUP B FOR SAAB. IT'S A QUESTION OF PHILOSOPHY – AND MONEY.

Following 15 days after the all-important Monte Carlo, the Swedish test is a rest in more ways than one. Shorter and more concentrated in both time and space (start on a Friday morning, finish 48 hours later, along a course which winds through the superb province of Varmland, around Karlstad, the capital), it offers less anxieties and incertitudes on the subject of tyres. All the special stages are snowed over in the same way, and there is much less variety than on the "Monte". For this reason, Michelin came with only one type of tyre, the C4, which was to be victorious in the face of assaults from the Takis (in the majority) and Timis of Finland. Several sponsors are associated with the Swedish Rally, including the city of Karlstad, which was celebrating its 400th anniversary this year. The companies Neh, Billerud, OK, ICA, and Televerket joined in to put together a budget that would be worthy of the event: between 1 million and 1.5 million Swedish kroner. The rally employs 2,000 people, despite the fact that motorsports rank only eight in Sweden, trailing behind football, skiing, ice hockey and tennis, among others. Public enthusiasm for racing is high, however, and becoming increasingly so. Is this because, as thinks Mr Osterlind, there are more cars per person in Sweden than anywhere else? *"At 18 or 19, it's as easy to buy a car as it is to buy a bike at 14."* Is it the glorious past of rallymen of days gone by which still echoes through the tall trees of the forest? What the Swedes lack at the moment is a make which would defend their colours in a world championship and which would make true fans out of them. We did, yes, see Volvos this year, but not looking very good since only one finished, far back. There were Saabs, too, private of course, since the second biggest Swedish car manufacturer has refused to participate in racing because of rallying's new technical regulations. No Group B at Saab, it's a matter of philosophy. Some of the faithful, like Strömberg, are given Group A cars to drive, and that's that. One does not even dream of repeating the exploit of Stig Blomqvist at the Swedish Rally of 1979, which saw the first turbo ever to win in a world championship rally. Really just a question of philosophy? We asked Torsten Aman, who represents Saab at BPICA. *"Obviously, it's also a question of money. We cannot align ourselves with those who are producing Group B. As for sponsoring a Group A car, it wouldn't serve our image. Nothing much comes of victories in those groups. We'll see after 1987, if the regulations change. The problem is that no one at the official level has given any thought to the evolution of these regulations. That's too bad."*
What seems certain when one listens to T. Aman, is that Saab will never be in competition to sell more cars, at least according to its actual plans for production: *"We sell all the cars we can make. We have never tried to become a huge factory. By staying at a moderate level, we are better prepared to follow the tendancies of the market."*
So we wait for 1987... and beyond.
In the absence of a competitive Swedish constructor, it is the German firm Audi which made it possible for Stig Blomqvist to make his presence felt. It was points for its driver, which the team from Ingolstadt were after. They got them. In Portugal, in a few days, the stakes will be higher, much higher. And Lancia will be there. Far from the silent snowfields of Varmland, the World Championship will once again be a noisy, brutal place. □

Sören Nilsson debuts in Group B at the wheel of a Nissan 240RS. (Photo: Reinhard Klein)

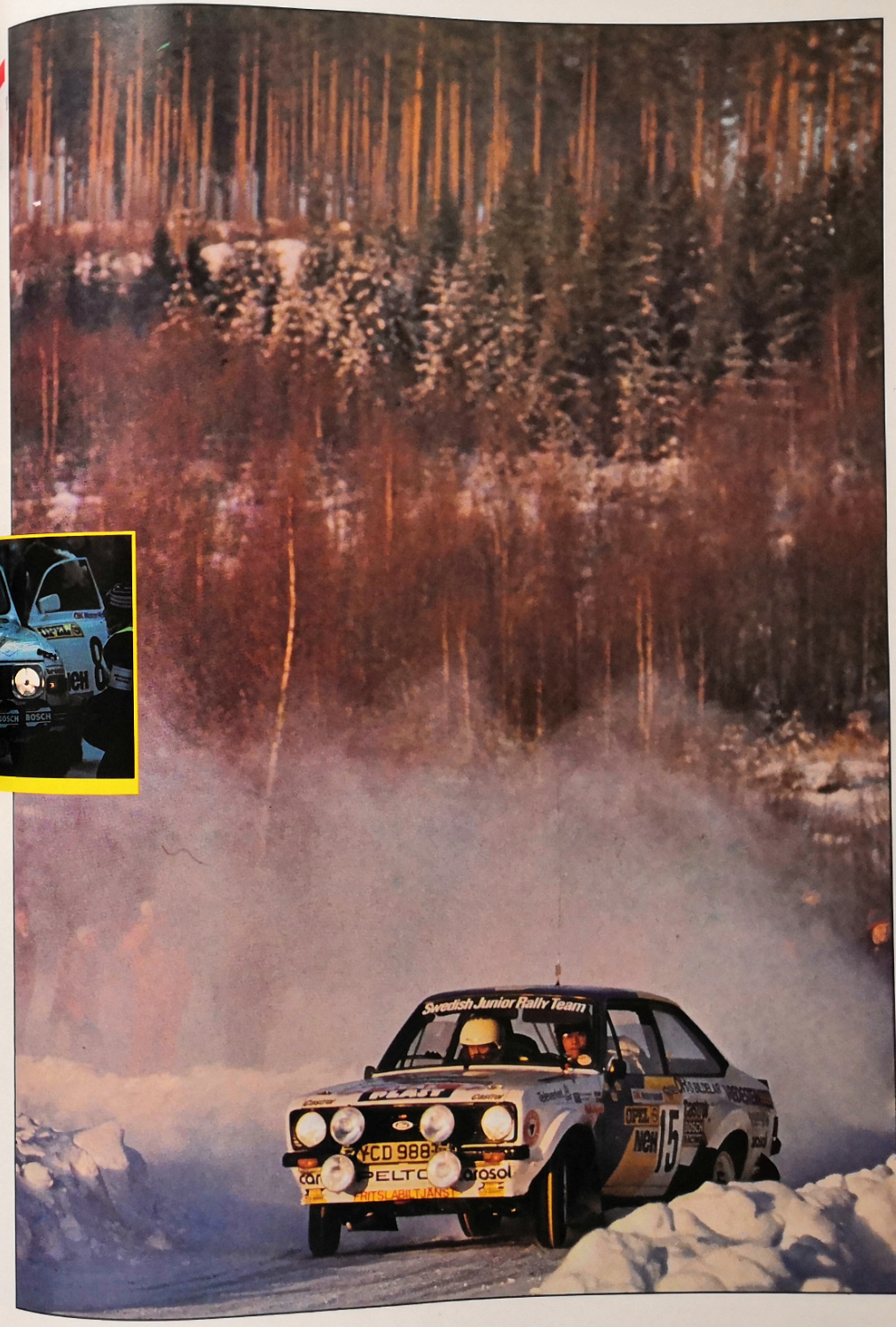
"I made a dumb mistake. I went off the road and it was my fault" – Eklund (left). (Photo: André Marzoli)

WHAT IS THE SWEDISH RALLY IF NOT THE ANNUAL REWRITING OF NORSE LEGENDS?

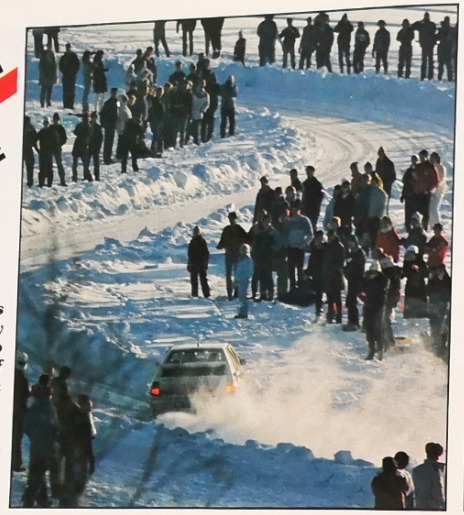
MADE IN SWEDEN

Once Swedish, always Swedish. How long it's been since the days of the portly Saab 96. Nevertheless, you still see a few of them off to the side on the special stages. By the same token, you mustn't take the Saab 99 Turbo (number 16) as a hardbinger of the Swedish firm's return to prominence in winter rallying. Even in spite of Ola

Strömberg's ample talent. As to Anders Kullüng's Volvo (number 7), it might have the horsepower (280 bhp), but it's still no thoroughbred. Champing at the bit, are the youngsters, members of the Junior Team. Beaten in '83 by their British rivals, this year revenge was duly exacted. And the new comer Jerry Ahlin (Opel Ascona, number 23) proved his mettle. Stig Andervang (Ford Escort, number 15), we've known since the RAC – a kid with gumption. Don't forget Torph and Holmbom, who are also starting to look like World Champions: Swedish ones, that is. (Photos: DPPI; Cyril Frey).

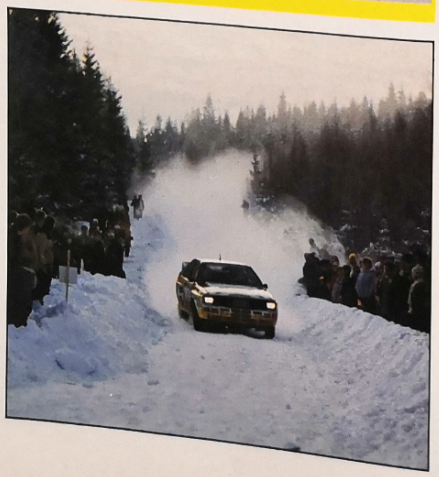


AUDI ON THE RAMPAGE



"Four-wheel drive? It's just a fad like any other," said a Saab manager at the end of the Swedish Rally. In the meantime, thanks to Audi, it's a fad that has everybody hustling to catch up. Stig Blomqvist (number 1) crushed all opposition.

Just like that and without really trying. The winter terror – it's been a long time since young Swedes have felt any fear. "The Swedish Rally is like driving inside a gigantic refrigerator," chuckled the Italian Audetto, former Fiat team manager. Audi Sport salutes you. (Photos: DPPI; André Marzoli; Reinhard Klein; Colin Taylor).

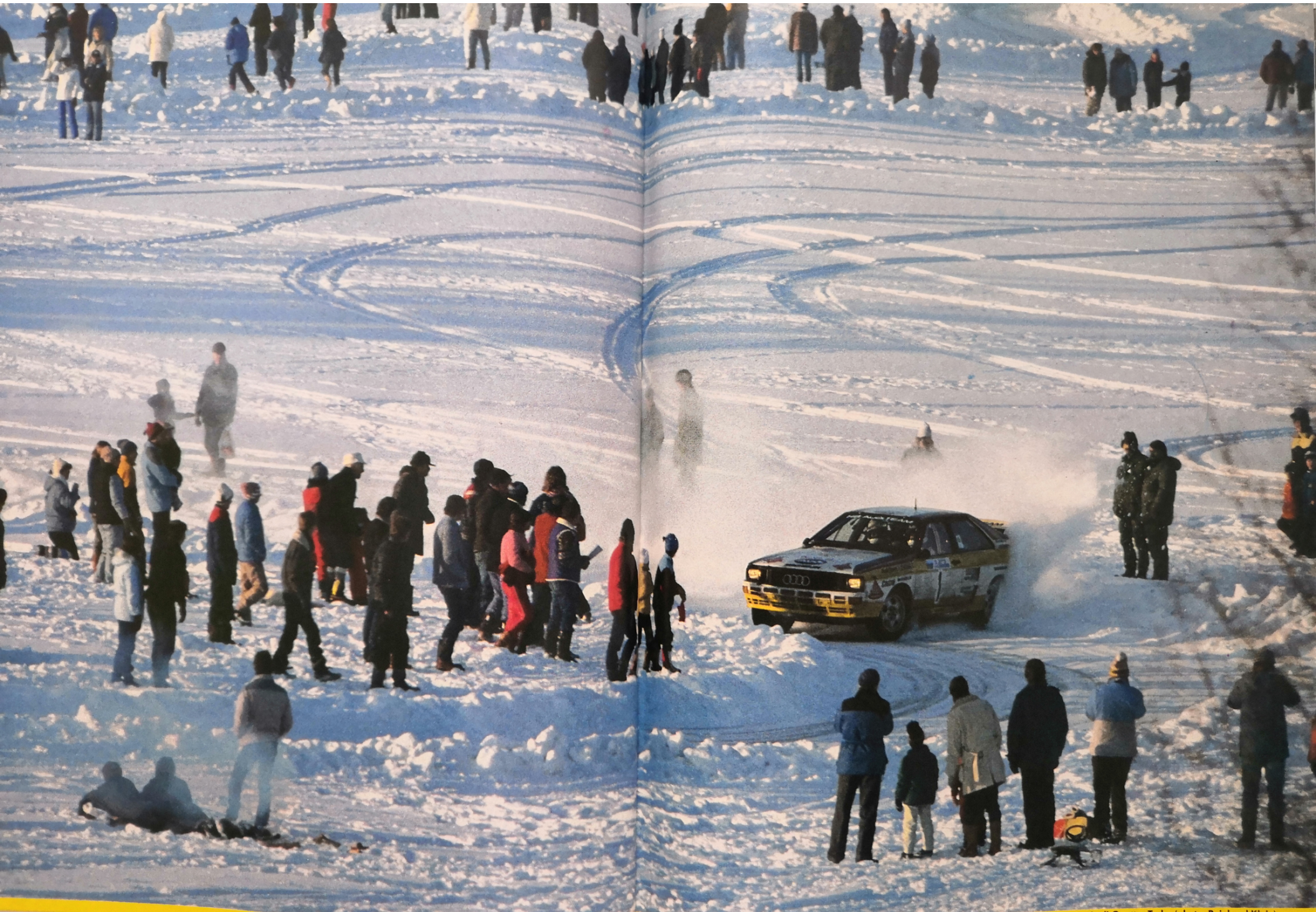


Michèle Mouton (photo) took 2nd place, and she's not even Scandinavian. Per Eklund (number 2) was raging, and it was a close shave if a few fans didn't have their pants knocked off by his rampant Quattro. Witness the special stage contested on frozen Lake Vassjön, where more than 35,000 spectators gathered, half of whom were Norwegians. Sort through all these Quattros to try and find fault. Gunnar Pettersson's Audi 80 Coupe was 9th overall.

FIRST LEG. HE'S ALONE OUT IN THE COLD. THE GEARBOX IS ON ITS LAST LEGS – EXIT LAMPI.

Lasse Lampi/Audi Quattro Turbo (photo: Reinhard Klein)

TWO-WHEEL DRIVE WINS A CONSOLATION PRIZE: FIRST AFTER AUDI!



TIME WAITS FOR NO MAN – NEITHER DOES STIG.

Stig Blomqvist/Audi Quattro Turbo (photo: Reinhard Klein)

Stig Blomqvist/Audi Quattro Turbo (photo: DPPI)

STIG IS IN SEVENTH HEAVEN. AT LAST, OUT IN FRONT OF THE WORLD CHAMPIONSHIP.

Per Eklund/Audi Quattro Turbo (photo: Reinhard Klein)

PEKKA TAKES A CHANCE. AND IT'S NOT THIS YEAR THAT HE'LL BEAT BLOMQVIST. DID HE EVER THINK HE WOULD?

Ola Strömberg/Saab 99 Turbo (photo: Reinhard Klein)

STRÖMBERG AND SAAB IS A SMOULDERING COMBINATION. BEWARE: WHERE THERE'S SMOKE, THERE'S FIRE.

Lars-Erik Torph/Opel Ascona (photo : Colin Taylor)

THE YOUTH MOVEMENT

JUNIOR TEAM IS A FORMULA FOR SUCCESS, AND WILL CONTINUE TO BE SO IF THE RUMOURS ARE RIGHT. AS IN MANY THINGS, IT WAS THE SWEDES WHO HAD THE IDEA. LAUNCH-ing themselves into international competition, they took along their best youngsters, and gave them all the support needed to make the most of their talent. First seen at the end of '82, the Swedish Junior Team was soon to meet its counterpart in the British Junior Team. Now, better late than never, there's the Finnish Junior Team, which made its debut at the 1983 1000 Lakes Rally. Maybe they were thinking of the proverb, haste makes waste, because today it's the Finns who can boast the best overall performance of the three teams.

This was particularly true at the last RAC. Even if the Swedes weren't very far behind. On the other hand, the British had their moment of glory at Sweden '83. They beat the Swedish Junior Team on their home ground. But the Norsemen had their revenge at this year's Swedish Rally and can vaunt three of their juniors who made it into the top 10 overall – including the prodigious Torph in 5th place.

Noticeably absent, last month at Karlstad, were the Finnish whipper-snappers, who failed to take up the gauntlet against their British and Swedish rivals. Perhaps it's because three of their best contenders have already moved on to bigger challenges – as works drivers. Juha Kankkunen has been signed with Toyota and was off to "recce" Portugal, before leaving for Safari. Minna Sillankorva, at Mazda, is embarking on an enviable career, driving the Group B RX7 for its debut. And Harri Toivonen, Henri's younger brother, is thick as thieves with Mitsubishi.

Indeed, this is the kind of thing that Anders Kulläng and John Taylor, captains of the other junior teams, would wish for their respective charges. And that's the whole point: to give the kids a chance to show off in front of the official teams so that they might get Group B drives. Kulläng and Taylor, like Lampinen in Finland, have the blessings of their countries' Federations, who subsidize them in association with various sponsors (in GB: Pirelli, Lucas, Ford, GM...).

This year at Sweden '84, the Swedish Junior Team was represented by Jerry Ahlin, a newcomer with verve, Lars-Erik Torph, who we've already mentioned, and Stig Andervang and Mats Holmbom. The latter three had already distinguished themselves at the RAC, three months ago.

The British Junior Team included Louise Aitken, whose opposite number among the Swedes is Susanne Kottulinsky when she's not driving for Volvo. There are also Andrew Wood, Mark Lovell and Dean Senior. These kids drive two Escorts RS 1600i, a Talbot Samba, and a Toyota Corolla 1600 – all in Group A. Their leader is the inflexible John Taylor. *"If a driver can't keep the pace, we let him go. I only want people with the urge to win. I'm not interested in excuses. If they want to make it to the top, they have to be ready to give it their all. This way, the Junior Team becomes a real jumping off point."*

Beware if you falter! On the British team's programme are the Costa Smeralda Rally, 1000 Lakes, and of course, the RAC. Alan Johnston, absent at Sweden '84, will be back for the next event. But why Costa Smeralda? Because it's an event typical of southern Europe, replies Taylor, and because Cesare Fiorio will be there with his juniors. Indeed, from the extremes of north to south, the rallying world is becoming a gigantic playground. However, Fiorio's youngsters will be driving Lancia 037 Rallies... And you might wonder if Taylor's band and their little Group As will be a match. John sneers, *"Who cares? The experience will be good for them."*

For another thing, you shouldn't think that John Taylor's protégés only have to snap their fingers to get what they want from an organisation, which fawns on them. Oh no... they have to get involved, and to begin with, this means money. *"The team members have to chip in and everyone pulls his own weight. The Swedish Rally costs £1,500 per crew, without counting preparation of the car. But they all know that on their own they could never make it in an event like this one, and there would be no way to get the kind of service we're offering."*

At the finish line of the Swedish Rally, the Brits were patting themselves on the back for Andrew Wood and his Samba's 19th place. They were saying he drove like a Scandinavian, and this is perhaps the finest accomplishment of Captain Taylor...

In France, a junior team is in the making as well, for 1985. If possible, we'd like to tip François Chauche, the wonder boy at this year's "Monte". Meanwhile, Citroën is looking good as a contender. And Peugeot will be taking up the challenge, too. Wouldn't it be a good idea for them to make a concerted effort? In short, the youth movement isn't lacking momentum.

Cyril Frey

1984 WORLD RALLY CHAPIONSHIP (DRIVERS)
2nd ROUND FEBRUARY 10-12
THE INTERNATIONAL SWEDISH RALLY
1,703 km / 1,064 miles; 27 special stages (450 km / 281 miles)
First leg: Karlstad; Alster (678 km / 424 miles)
10 special stages, totalling 138.5 km / 86.6 miles
Second leg: Alster loop (1,360 km / 850 miles)
11 special stages, totalling 209.7 km / 131.1 miles
Third leg: Alster; Karlstad (1,703 km / 1,064 miles)
6 special stages, totalling 100.7 km / 62.9 miles

SS 1 Alvsbacka (14.2 km / 8.9 miles):
1. Eklund (7'59") - 2. Blomqvist by 1" - 3. Lampi by 17" - 4. Strömberg by 23" - 5. Mouton by 26" - 6. Grundel by 30" - 7. M. Jonsson by 33" - 8. Eriksson by 34" - 9. B. Johansson by 35" - 10. Kulläng and Nilsson by 41" - 12. Torph by 42" - 13. K. Eriksson by 45" - 14. Pettersson by 48" - 15. Andervang and E. Johansson by 50".

SS 2 Malta (12.1 km / 7.6 miles):
1. Blomqvist (6'30") - 2. Eklund by 2" - 3. Lampi and Mouton by 10" - 5. Strömberg by 13" - 6. M. Eriksson by 17" - 7. Grundel by 20" - 8. M. Jonsson and Nilsson by 28" - 10. B. Johansson by 32" - 11. K. Eriksson by 34" - 12. Pettersson by 36" - 13. Kulläng by 37" - 14. Torph by 39" - 15. E. Johansson and Ahlin by 43".

SS 3 Andersviksberg (12.8 km / 8 miles):
1. Eklund (6'38") - 2. Lampi by 3" - 3. Blomqvist by 4" - 4. Mouton by 9" - 5. Strömberg by 12" - 6. M. Eriksson by 23" - 7. Grundel by 24" - 8. K. Eriksson by 29" - 9. B. Johansson by 31" - 10. M. Jonsson by 32" - 11. Torph by 34" - 12. Andervang by 36" - 13. E. Johansson by 42" - 14. Ahlin by 43" - 15. Allansson and Palmqvist by 44".

SS 4 Räfsersn (19.6 km / 12.3 miles):
1. Eklund (9'47") - 2. Blomqvist by 4" - 3. Mouton by 15" - 4. Lampi by 17" - 5. Strömberg by 18" - 6. Grundel by 32" - 7. B. Johansson and Pettersson by 45" - 9. Nilsson by 46" - 10. Torph by 48" - 11. M. Jonsson and M. Eriksson by 49" - 13. K. Eriksson by 50" - 14. Andervang by 54" - 15. Kulläng by 57".

SS 5 Vassjön (6 km / 3.8 miles):
1. Blomqvist (5'03") - 2. Eklund by 6" - 3. Mouton by 10" - 4. Lampi and M. Eriksson by 14" - 6. Grundel by 18" - 7. Nilsson by 20" - 8. E. Johansson by 22" - 9. K. Eriksson by 23" - 10. M. Jonsson by 24" - 11. B. Johansson, Pettersson and Allansson by 26" - 14. Andervang and Strömberg by 27".

SS 6 Bjäliverud (21.9 km / 13.7 miles):
1. Blomqvist (11'57") - 2. Eklund by 10" - 3. Mouton by 21" - 4. Strömberg by 35" - 5. Grundel by 51" - 6. M. Eriksson by 54" - 7. B. Johansson by 57" - 8. Pettersson by 58" - 9. M. Jonsson by 1'02" - 10. Nilsson by 1'07" - 11. Torph by 1'14" - 12. Andervang by 1'21" - 13. K. Eriksson by 1'23" - 14. Blomqvist by 1'26" - 15. Ahlin by 1'28".

Sunne (15:43 Friday): 45-minute stop.

SS 7 Langjohantorp (21.2 km / 13.3 miles):
1. Blomqvist (11'59") - 2. Eklund by 6" - 3. Strömberg by 24" - 4. Mouton by 30" - 5. M. Eriksson by 41" - 6. B. Johansson by 45" - 7. Grundel by 49" - 8. Nilsson by 57" - 9. Andervang by 1'03" - 10. Torph by 1'05" - 11. M. Jonsson by 1'06" - 12. K. Eriksson by 1'14" - 13. E. Johansson by 1'20" - 14. G. Blomqvist by 1'25" - 15. Ahlin by 1'26".

SS 8 Haltebyn (7 km / 4.4 miles):
1. Blomqvist (5'37") - 2. Eklund by 1" - 3. Mouton by 6" - 4. Strömberg by 9" - 5. Grundel and M. Eriksson by 12" - 7. Pettersson by 20" - 8. K. Eriksson by 27" - 9. E. Johansson and Nilsson by 28" - 11. Torph by 29" - 12. B. Johansson, M. Jonsson and Allansson by 31" - 15. Ahlin and G. Blomqvist by 32".

SS 9 St Bör (9.7 km / 6.1 miles):
1. Blomqvist (4'45") - 2. Mouton by 9" - 3. Eklund by 14" - 4. Strömberg by 19" - 5. Grundel by 20" - 6. B. Johansson and Pettersson by 26" - 8. Torph by 28" - 9. M. Jonsson by 29" - 10. Andervang by 34" - 11. Nilsson by 37" - 12. K. Eriksson by 40" - 13. Ahlin and M. Eriksson by 41" - 15. G. Blomqvist by 44".

SS 10 Värmskog (13.9 km / 8.7 miles):
1. Blomqvist (9'01") - 2. Eklund by 9" - 3. Mouton by 22" - 4. Strömberg by 33" - 5. Grundel by 34" - 6. Pettersson by 41" - 7. M. Jonsson by 46" - 8. Andervang by 47" - 9. Torph by 49" - 10. B. Johansson by 50" - 11. Nilsson by 52" - 12. K. Eriksson by 59" - 13. Allansson by 1'00" - 14. M. Eriksson by 1'02" - 15. E. Johansson by 1'04".

Alster (22:20 Friday): finish of the first leg.

Standing at the end of the first leg:
1. Blomqvist-Cederberg (Audi) 1 h 19'25" - 2. Eklund-Whitlock (Audi) by 39" - 3. Mouton-Pons (Audi) by 2'29" - 4. Strömberg-Carlsson (Saab) by 3'24" - 1st Group A. 5. Grundel-Diekmann (VW) by 4'41" - 6. M. Eriksson-Mellrath (Audi 80) by 5'38" - 7. B. Johansson-Olsson (Opel) by 6'09" - 8. M. Jonsson-Gustavsson (Opel) by 6'31" - 9. Torph-Sandström (Opel) by 7'07" - 10. K. Eriksson-Larsson (Opel) by 7'35".

SS 11 Mölnbacka (10.2 km / 6.4 miles):
1. Blomqvist (5'10") - 2. Mouton by 10" - 3. Eklund by 11" - 4. M. Jonsson by 25" - 5. B. Johansson, Pettersson and Torph by 27" - 8. M. Eriksson by 29" - 9. Nilsson by 31" - 10. Andervang by 32" - 11. E. Johansson and K. Eriksson by 37" - 13. Edling by 41" - 14. Ahlin by 42" - 15. I. Carlsson by 44".

SS 12 Godasen (44.1 km / 27.6 miles):
1. Blomqvist (22'35") - 2. Mouton by 53" - 3. M. Jonsson by 1'49" - 4. B. Johansson by 1'52" - 5. Torph by 1'53" - 6. Pettersson by 2'08" - 7. K. Eriksson by 2'11" - 8. E. Johansson by 2'19" - 9. Allansson by 2'53" - 10. Ahlin by 3'04" - 11. Enocksson by 3'07" - 12. G. Blomqvist by 3'10" - 13. Edling by 3'11" - 14. L. Jönsson by 3'25" - 15. I. Carlsson by 3'26" - ... 20. Strömberg by 3'57" - ... 49. Eklund by 16'38".

SS 13 Laggasen (12.6 km / 7.9 miles):
1. Blomqvist (7'20") - 2. Eklund by 3" - 3. Mouton by 8" - 4. Strömberg by 19" - 5. Pettersson by 29" - 6. M. Eriksson and B. Johansson by 32" - 8. M. Jonsson, Nilsson and Torph by 33" - 11. E. Johansson by 36" - 12. K. Eriksson by 37" - 13. Andervang by 40" - 14. Enocksson and Ahlin by 53".

SS 14 Gärdsas (45.6 km / 28.5 miles):
1. Eklund (22'27") - 2. Blomqvist by 8" - 3. Mouton by 20" - 4. Torph by 1'20" - 5. B. Johansson by 1'30" - 6. Nilsson by 1'31" - 7. M. Eriksson by 1'34" - 8. M. Jonsson by 1'39" - 9. Pettersson by 1'53" - 10. Andervang by 1'54" - 11. E. Johansson by 2'01" - 12. K. Eriksson by 2'03" - 13. Ahlin by 2'38" - 14. Strömberg by 2'42" - 15. Allansson by 2'50".

SS 15 Lisjöberg (22.5 km / 14.1 miles):
1. Blomqvist (11'25") - 2. Eklund by 16" - 3. Mouton by 28" - 4. M. Eriksson by 48" - 5. M. Jonsson and Nilsson by 53" - 7. Torph by 58" - 8. B. Johansson by 59" - 9. E. Johansson and Pettersson by 1'04" - 11. Andervang by 1'06" - 12. K. Eriksson by 1'15" - 13. Ahlin by 1'31" - 14. Allansson by 1'34" - 15. L. Jönsson, G. Blomqvist and Edling by 1'36".

SS 16 Vassjön (6 km / 3.8 miles):
1. Blomqvist (5'06") - 2. Eklund by 5" - 3. Mouton by 8" - 4. M. Eriksson by 11" - 5. Nilsson by 18" - 6. Pettersson by 22" - 7. E. Johansson and K. Eriksson by 23" - 9. Strömberg by 23" - 10. Allansson by 25" - 11. B. Johansson by 26" - 12. Torph and Jordell by 27" - 14. M. Jonsson by 28" - 15. I. Carlsson by 31".

Torsby (15:38 Saturday): 1-hour stop.

SS 17 Bredsjön (16.3 km / 10.2 miles):
1. Blomqvist (9'45") - 2. Eklund by 3" - 3. Mouton by 16" - 4. Strömberg by 19" - 5. M. Eriksson by 22" - 6. B. Johansson by 31" - 7. Torph by 34" - 8. M. Jonsson by 35" - 9. Andervang by 51" - 10. Ahlin by 1'03" - 11. Allansson by 1'10" - 12. G. Blomqvist by 1'14" - 13. K. Eriksson by 1'20" - 14. R. Andersson by 1'44" - 15. I. Carlsson by 2'19".

SS 18 Sjöländerst (11 km / 6.9 miles):
1. Eklund (7'12") - 2. Mouton by 6" - 3. Blomqvist by 11" - 4. M. Eriksson by 22" - 5. Strömberg by 23" - 6. Torph by 30" - 7. B. Johansson by 32" - 8. Pettersson by 36" - 9. M. Jonsson by 39" - 10. Nilsson by 41" - 11. G. Blomqvist by 46" - 12. Andervang by 47" - 13. Ahlin and Allansson by 51" - 15. K. Eriksson by 52".

SS 19 Mangen (22.2 km / 13.9 miles):
1. Eklund (14'12") - 2. Blomqvist by 7" - 3. Mouton by 18" - 4. M. Eriksson by 35" - 5. B. Johansson by 49" - 6. M. Jonsson by 53" - 7. Torph by 57" - 8. Nilsson and Pettersson by 1'05" - 10. Andervang by 1'08" - 11. Ahlin by 1'19" - 12. K. Eriksson by 1'20" - 13. G. Blomqvist by 1'24" - 14. Edling by 1'31" - 15. I. Carlsson by 1'32".

SS 20 Finnebäck (17.2 km / 10.8 miles):
1. Eklund (10'04") - 2. Blomqvist by 11" - 3. Mouton by 27" - 4. Eriksson by 35" - 5. B. Johansson by 36" - 6. M. Jonsson by 40" - 7. Torph by 42" - 8. Nilsson by 45" - 9. Ahlin by 57" - 10. Pettersson by 58" - 11. Andervang by 1'00" - 12. G. Blomqvist by 1'13" - 13. K. Eriksson by 1'15" - 14. Jordell by 1'24" - 15. I. Carlsson by 1'25".

SS 21 Mariebergsskogen (2 km / 1.3 miles):
1. Eklund (1'58") - 2. Mouton and M. Eriksson by 1" - 4. Blomqvist by 2" - 5. Torph by 5" - 6. Jordell by 8" - 7. Pettersson and Ahlin by 9" - 9. I. Carlsson and K. Eriksson by 10" - 11. M. Jonsson, Nilsson and B. Johansson by 11" - 14. Edling and Edqvist by 12".

Alster (21:30 Saturday): finish of the second leg.

Standing at the end of the second leg.
1. Blomqvist-Cederberg (Audi) 3 h 17'18" - 2. Mouton-Pons (Audi) by 4'59" - 3. B. Johansson-Olsson (Opel) by 13'55" - 1st Group A. - 4. M. Eriksson-Mellrath (Audi) by 14'05" - 5. M. Jonsson-Gustavsson (Opel) by 14'37" - 6. Torph-Sandström (Opel) by 14'54" - 7. Eklund-Whittock (Audi) by 17'16" - 8. K. Eriksson-Larsson (Opel) by 19'00" - 9. Andervang-Lindell (Ford) by 20'28" - 10. Pettersson-Pettersson (Audi) by 20'37".

SS 22 Malsjö (9.9 km / 6.2 miles):
1. Eklund (5'36") - 2. Blomqvist by 9" - 3. Mouton by 13" - 4. M. Jonsson and M. Eriksson by 15" - 6. B. Johansson and Torph by 23" - 8. Nilsson by 28" - 9. Andervang by 30" - 10. Pettersson by 31" - 11. Ahlin by 33" - 12. K. Eriksson by 35" - 13. G. Blomqvist by 37" - 14. Edling by 46" - 15. I. Carlsson by 48".

SS 23 Häljebyn (47.3 km / 29.6 miles):
1. Eklund (27'16") - 2. Blomqvist by 15" - 3. Mouton by 2'03" - 4. Torph by 2'09" - 5. N. Jonsson by 2'23" - 6. B. Johansson by 2'24" - 7. K. Eriksson by 2'37" - 8. Andervang by 2'45" - 9. Ahlin by 3'12" - 10. Pettersson by 3'15" - 11. G. Blomqvist by 3'20" - 12. I. Carlsson by 3'49" - 14. Jordell by 4'10" - 15. Enocksson by 4'50".

Arvika (05:32 Sunday): 45-minute stop.

SS 24 Fredros (14.8 km / 9.3 miles):
1. Eklund (8'23") - 2. Blomqvist by 5" - 3. Mouton by 16" - 4. Torph by 29" - 5. M. Jonsson by 31" - 6. Nilsson by 38" - 7. K. Eriksson by 46" - 8. Andervang by 47" - 9. Pettersson by 52" - 10. G. Blomqvist by 58" - 11. Ahlin by 1'00" - 12. I. Carlsson and L. Jönsson by 1'12" - 14. Jordell by 1'14" - 15. Edling by 1'16".

SS 25 Tobyn (10.3 km / 6.4 miles):
1. Eklund (5'30") - 2. Blomqvist by 2" - 3. Mouton by 13" - 4. M. Jonsson by 19" - 5. Pettersson by 26" - 6. B. Johansson by 27" - 7. Andervang by 28" - 8. Nilsson by 29" - 9. K. Eriksson by 34" - 10. G. Blomqvist by 39" - 11. L. Jönsson by 45" - 12. Edling by 49" - 13. Jordell by 52" - 14. Andersson by 53" - 15. Wood by 57".

SS 26 Valasen (9.2 km / 5.8 miles):
1. Eklund (6'38") - 2. Blomqvist by 1" - 3. Mouton by 10" - 4. Torph by 25" - 5. Pettersson by 32" - 6. B. Johansson by 33" - 7. Andervang by 34" - 8. M. Jonsson and K. Eriksson by 37" - 10. Ahlin by 43" - 11. Jordell by 46" - 12. Nilsson by 47" - 13. Edling by 49" - 14. G. Blomqvist by 50" - 15. L. Jönsson by 53".

SS 27 I2 (8.7 km / 5.4 miles):
1. Eklund (5'30") - 2. Blomqvist by 2" - 3. Mouton by 7" - 4. B. Johansson and Torph by 28" - 6. M. Jonsson by 32" - 7. Nilsson by 34" - 8. Andervang by 35" - 9. Pettersson by 38" - 10. K. Eriksson by 41" - 11. L. Jönsson by 42" - 12. Jordell by 45" - 13. Ahlin by 48" - 14. Edling by 49" - 15. Wood by 58".

Karlstad (10:00 Sunday): finish of the third leg.

SPECIAL STAGE RESULTS:

	1st	2nd	3rd	4th	5th	6th
STIG BLOMQVIST	13	11	2	1		
MICHELE MOUTON		5	19	2	1	
PER EKLUND	14	10	2			
MATS JONSSON				1	3	2	4
LARS-ERIK TORPH					5	3	2
BJORN JOHANSSON					2	4	7
GUNNAR PETTERSSON						4	4
SOREN NILSSON					1	2	2

DRIVERS' WORLD CHAMPIONSHIP
(after two rounds):
1. Stig Blomqvist (5) (35 points) - 2. W. Röhrl (5) (20) - 3. M. Mouton (F) (15) - 4. H. Mikkola (5) (12) - 5. J.-L. Thérier (F) and P. Eklund (5) (10) - 8. A. Bettega (I) and M. Jonsson (5) (8) - 10. M. Biasio (I) and B. Torph (5) (6) - 12. B. Darniche (F) and K. Johansson (5) (4) - 14. M. Alen (SF) and S. Anderson (5) (2) - 16. K. Grundel (5) and G. Pettersson (5) (1) - 18. T. Salonen (SF) and J. Ahlin (5) (1).
Next event: Portuguese Rally (March 6-11).

RALLY LEADERS:
SS 1: Per Eklund
SS 2: Stig Blomqvist
SS 3 to SS 5: Per Eklund
SS 6 to SS 27: Stig Blomqvist

OVERALL RESULTS:
1. Stig Blomqvist / Björn Cederberg (Audi Quattro Turbo), 4 h 16'45", Michelin tyres, 1st Group B
2. Mouton / Pons (Audi Quattro Turbo) by 7'27"
3. Eklund / Whittock (Audi Quattro Turbo) by 16'42"
4. M. Jonsson / Gustavsson (Opel Ascona 400) by 18'40
5. Torph / Sandström (Opel Ascona) by 20'01", 1st Group A
6. B. Johansson / Olsson (Opel Ascona) by 20'25"
7. K. Eriksson / Larsson (Opel Kadett GTE) by 24'16"
8. Andervang / Lindell (Ford Escort) by 25'33"
9. Pettersson / Pettersson (Audi 80 Coupé) by 26'17
10. Ahlin / Karlsson (Opel Ascona) by 28'59"
11. Nilsson / Andersson (Nissan 240 RS) by 29'42"
12. G. Blomqvist / Andersson (Opel Kadett GTE) by 31'24"
13. I. Carlsson / Bodén (Mazda 323) by 35'30"
14. L. Jönsson / Sundberg (Porsche 924 Carrera GTS) by 38'00"
15. Edling / Andersson (Mazda 323) by 38'13"
16. Jordell / Frenell (Audi 80 Quattro) by 40'09"
17. Andersson / Andersson (Alfa Romeo GTV) by 40'43"
18. Saarinen / Lehtonen (Ford Escort RS) by 43'16"
19. Wood / Scott (Talbot Samba) by 46'14"
20. Susanne Kottulinsky / Sterner (Volvo 240 Turbo) by 55'38";
41 placed out of 66 starts.

THE OUIJA NEWS SERVICE:
At the end of the Monte Carlo Rally, we asked some of our colleagues in rally reporting to give us their forecasts for each of the '84 World Championship events, as well as their favourites for the two championship crowns. OK, it's only crystal ball, hocus-pocus, but to make things more interesting GPI is awarding a trophy for best press "medium" of the season. In the meantime, you can take advantage of these predictions to get a better idea of what the "experts" think about the chances of the front-running contenders. After the Swedish Rally, where 15 journalists saw Blomqvist as the winner, there s a fifteen-way tie for the GPI trophy: G. Phillips, J.-L. Moncet, B. Gautier, T. Lindberg, H. Volker, G. Flocon, F. Petronilho, M. Guerreiro, R. Nieberg, R. Munoz, A. Schmitt, C. Cavicchi, P. Chapuis, V. Lemay, and C. Frey: all with one point.

	SWEDEN	PORTUGAL	SAFARI	CORSICA	THE ACROPOLIS	NEW ZEALAND	ARGENTINA	1000 LAKES	SAN REMO	IVORY COAST	RAC	MAKES WORLD CHAMPION-SHIP	DRIVERS WORLD CHAMPION-SHIP
C. CAVICCHI (Rumbo) (I)	BLOMQVIST (Audi)	RÖHRL (Audi)	SALONEN (Nissan)	BETTEGA (Lancia)	RÖHRL (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	BIASION (Lancia)	BLOMQVIST (Audi)	MIKKOLA (Audi)	AUDI	BLOMQVIST
P. CHAPUIS (Equipe) (F)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	ANDRUET (Lancia)	RÖHRL (Audi)	MOUTON (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
G. FLOCON (Automobile) (F)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	BETTEGA (Lancia)	BLOMQVIST (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	ALEN (Lancia)	NICOLAS (Peugeot)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
C. FREY (Grand Prix) (F)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	FRÉQUELIN (Opel)	BETTEGA (Lancia)	RÖHRL (Audi)	MOUTON (Audi)	BLOMQVIST (Audi)	VATANEN (Peugeot)	TOIVONEN (Lancia)	NICOLAS (Peugeot)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
B. GAUTIER (Equipe) (F)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	BETTEGA (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	ALEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
M. GUERREIRO (Motor) (P)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	PRESTON (Lancia)	ALEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	BETTEGA (Lancia)	WALDEGAARD (Toyota)	BLOMQVIST (Audi)	LANCIA	BLOMQVIST
R. HOLMES (Motor) (U.S.)	MOUTON (Audi)	BLOMQVIST (Audi)	WALDEGAARD (Toyota)	ALEN (Lancia)	RÖHRL (Audi)	MIKKOLA (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	RÖHRL (Audi)	WALDEGAARD (Toyota)	MIKKOLA (Audi)	AUDI	RÖHRL
V. LEMAY (Automobile) (F)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	RÖHRL (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	TOIVONEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
T. LINDBERG (Film) (S)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	MENTA (Nissan)	BIASION (Lancia)	RÖHRL (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	ALEN (Lancia)	TOIVONEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	AUDI	RÖHRL
M. UZIN (Auto Hebdo) (F)	MOUTON (Audi)	RAGNOTTI (Renault)	MOUTON (Audi)	THÉRIER (Renault)	MIKKOLA (Audi)	WALDEGAARD (Toyota)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	TOIVONEN (Lancia)	FREQUELIN (Opel)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
J.L. MONCET (Auto Jour.) (F)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	MOUTON (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	VATANEN (Peugeot)	NICOLAS (Peugeot)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
R. MUNOZ (Motociclismo) (E)	BLOMQVIST (Audi)	MIKKOLA (Audi)	PRESTON (Lancia)	BETTEGA (Lancia)	RÖHRL (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	ALEN (Lancia)	BLOMQVIST (Audi)	MIKKOLA (Audi)	AUDI	RÖHRL
R. NIEBORG (Auto Sportwelt) (D)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	RÖHRL (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	WALDEGAARD (Toyota)	AUDI	BLOMQVIST
F. PETRONILHO (Automovel) (P)	BLOMQVIST (Audi)	ALEN (Lancia)	MIKKOLA (Audi)	BETTEGA (Lancia)	BLOMQVIST (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	TOIVONEN (Lancia)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
G. PHILLIPS (Motorsport) (G.B.)	BLOMQVIST (Audi)	RÖHRL (Audi)	WALDEGAARD (Toyota)	ALEN (Lancia)	MIKKOLA (Audi)	KANKKUNEN (Toyota)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	RÖHRL (Audi)	FREQUELIN (Opel)	MOUTON (Audi)	AUDI	BLOMQVIST
F. RESTE (Equipe) (F)	MOUTON (Audi)	TOIVONEN (Lancia)	FRÉQUELIN (Opel)	BETTEGA (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	VATANEN (Peugeot)	FREQUELIN (Opel)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
A. SCHMITT (Sport Auto) (D)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	WALDEGAARD (Toyota)	BETTEGA (Lancia)	RÖHRL (Audi)	RÖHRL (Audi)	BLOMQVIST (Audi)	TOIVONEN (Lancia)	RÖHRL (Audi)	NICOLAS (Peugeot)	MIKKOLA (Audi)	AUDI	BLOMQVIST
H. VOLKER (Auto Revue) (A)	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	RÖHRL (Audi)	MOUTON (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	ALEN (Lancia)	KANKKUNEN (Toyota)	MIKKOLA (Audi)	AUDI	MIKKOLA
L. ZAZZARONI (Motorsport) (I)	LAMPI (Audi)	RÖHRL (Audi)	PRESTON (Lancia)	ANDRUET (Lancia)	MIKKOLA (Audi)	BLOMQVIST (Audi)	MIKKOLA (Audi)	ex aequo : ALEN TOIVONEN (Lancia)	ALEN (Lancia)	BLOMQVIST (Audi)	BLOMQVIST (Audi)	AUDI	BLOMQVIST
LES FAVORIS	BLOMQVIST (Audi)	RÖHRL (Audi)	MIKKOLA (Audi)	BETTEGA (Lancia)	RÖHRL (Audi)	ex aequo : BLOMQVIST RÖHRL (Audi)	BLOMQVIST (Audi)						

GRAND PRIX INTERNATIONAL

EVERY OTHER THURSDAY

THE EXCLUSIVE WORLD CHAMPIONSHIP MAGAZINE:

96 PAGES IN COLOUR FORMULA 1, ENDURANCE AND RALLYING. PLUS! – IMSA SPORTS CARS AND INDY-CAR RACING FROM THE USA

AUDI

1. Blomqvist/Cederberg
2. Eklund/Whittock
3. Mouton/Pons
4. Lampi/Kuukala

Two factory Quattros (Blomqvist and Mouton) along with two privateers walked away with the rally. Not only did he have greater torque, but Stig Blomqvist's Audi was equipped with Michelin C4 tyres – the only kind offered this time by the French firm. Eklund had the choice between C4s and Takis, a comparison that quickly turned to Michelin's advantage. Stig's superiority was evident throughout the rally. Although hindered by a turbo pressure problem at the beginning of the first leg, he retook the lead from Eklund, whose chances went down as Stig's turbo pressure went up. Holding 2nd place, Eklund shunted during Special Stage 12, an incident that cost him 15 minutes. Having dropped to 20th, he fought his way back to the front to finish 3rd, having made scratch an impressive number of times. Michèle Mouton also made a brilliant showing, putting in the best non-Scandinavian performance at the Swedish Rally. *"It's a record for the press, not for me,"* she would later claim. Dissatisfied with her driving, she had trouble with her steering (SS 1), then with her clutch (SS 1 to SS 4). *"I was tense. It was the car that was driving me, rather than the other way around. Road handling wasn't there, and we never really got it*

right. I only felt good on SS 6 and SS 14. Was there too much front-end damping? Was the problem with myself? I don't know. The road conditions certainly had something to do with it – from one special stage to another. Anyway, it was no good." Going better than Michèle, the Finn Lasse Lampi retired after SS 5 with a broken gearbox.

OUTSIDERS

6. Jonsson/Gustavsson (Opel Ascona 400)

Mats Jonsson's Group B Opel finished in 4th place, after trailing for a long time behind the best of the Group A cars. The driver's explanation was a weak engine (only 230 bhp). He drove SS 8 with neither roadbook nor radio contact with his teammate.

7. Kulläng/Larsson (Volvo 240 Turbo)

Prepared the day before the rally, the Volvo of one-time (1980) winner Anders Kulläng didn't get far. It blew out its head gasket after SS 6. The most powerful car in the Group A pack, with 280 bhp and water injection, this Volvo belongs to the Scandinavian team, who will be fielding cars on circuits, in rally-cross racing, and in rallies throughout the season.

8. Grundel/Dieckmann (Volkswagen Golf GTI)

Maintaining 5th place and in a duel with Strömberg for the lead in Group A, Kalle Grundel did not have the luck he had at the RAC and Monte Carlo. He retired during SS 11 with a blown engine. He must be excited by the news from VW Motorsport that they will be fielding a 4wd Golf in 1985 and 1986.

9. M. Eriksson/Mellroth (Audi 80 Quattro)

The Swedes showed up with a Group A Quattro and quasi-factory support. But trouble with the disk brakes, then the gearbox, and finally a shunt in SS 12 still befell them. There was a sharp duel with Torph for 5th place, and next an attempt to take 3rd along with the Group A lead on the last night of the rally. But there was another shunt, this time fatal. He'll have a big works Quattro twice this year, at 1000 Lakes and the RAC. Gumpert promises.

10. I. Carlsson/Spjuth (Mazda 323)

Unlike at Monte Carlo, Ingvar Carlsson's 323 had no turbo. And so not much was expected due to reduced horsepower (100 bhp). Yet he finished 13th.

11. Nilsson/Andersson (Nissan 240 RS)

Sören Nilsson made his debut in Group B, driving a Nissan equipped with Taki tyres. Meanwhile, he's waiting for homologation of the Cherry Turbo Group A. Vrooming along with its 256 bhp, the Nissan shunted in SS 2. But it got back on track and finished 11th.

12. Sögaard/Persson (Opel Ascona 400)

Jens Sögaard had the misfortune to blow out his head gasket on the second special stage.

14. L. Jönsson/Sundberg (Porsche 924 Carrera GTS)

The gleaming Group B entry of the Karlstad Porsche dealer Lasse Jönsson hails from Sonauto in Paris. In addition, aluminium suspension (950 kg all-up weight) and its powerful engine (275 bhp) allow it to reach peak speeds of 150 mph at 3,500 rpm. Not bad – and equipped with a KKK turbo as well as Taki tyres to boot. Nonetheless, this mean machine quietly finished 14th.

15. Andervang/Lindell (Ford Escort RS1800)

Stig Andervang's Group B Escort finished 8th overall, but only after engine trouble and a little side trip into the sidelines.

16. Strömberg/Carlsson (Saab 99 Turbo)

With 200 bhp, 1,050 kg, and Finnish Timi tyres, Ola Strömberg was leading Group A ahead of Grundel and Eriksson until he suffered four punctures on the second leg. From then on, things continued to fall apart, ending after SS 19 when his engine blew up.

17. B. Johansson/Olsson (Opel Ascona)

Competing in Group A, happy Björn "Nalle" Johansson moved into 3rd place after Eklund's shunt and Strömberg's flats. He then made ample use of Jonsson's Group B Ascona, but lost it on the final night, and fell back to 6th place.

18. Danielsson/Eklind (Volvo 240 Turbo)

Poor Bror had to throw in the towel, his head gasket blown, as of the first special stage.

19. E. Johansson/Bonnevier (Saab 99 Turbo)

A nice try by Erik Johansson, who was running 10th when he went off the road in SS 17.

20. Pettersson/Pettersson (Audi 80 Coupe)

After a sandpaper and elbow grease rally for Gunnar Pettersson, his Group A Audi Coupe took him to 9th place.

21. Torph/Sundström (Opel Ascona)

A 5th place on scratch, Group A winner, and out front for the two Swedish championships (Junior and Senior), Lars-Erik Torph had a good weekend. His Ascona of the Opel Team Sweden put out some 190 bhp.

22. Holmbom/Pettersson (Opel Kadett GTE)

One of the hottest Swedes at last year's RAC, he had to retire as of the third special stage (clutch).

23. Ahlin/Karlsson (Opel Ascona)

A both controlled and brilliant rally for young Jerry Ahlin, the latest addition to the Swedish Junior Team. He finished 10th.

24. K. Eriksson/Larsson (Opel Kadett GTE)

The driver of the Group A Kadett was one of the pleasures of the rally. Kenneth Eriksson carried off a well-deserved 7th.

26. G. Blomqvist/Andersson (Opel Kadett GTE)

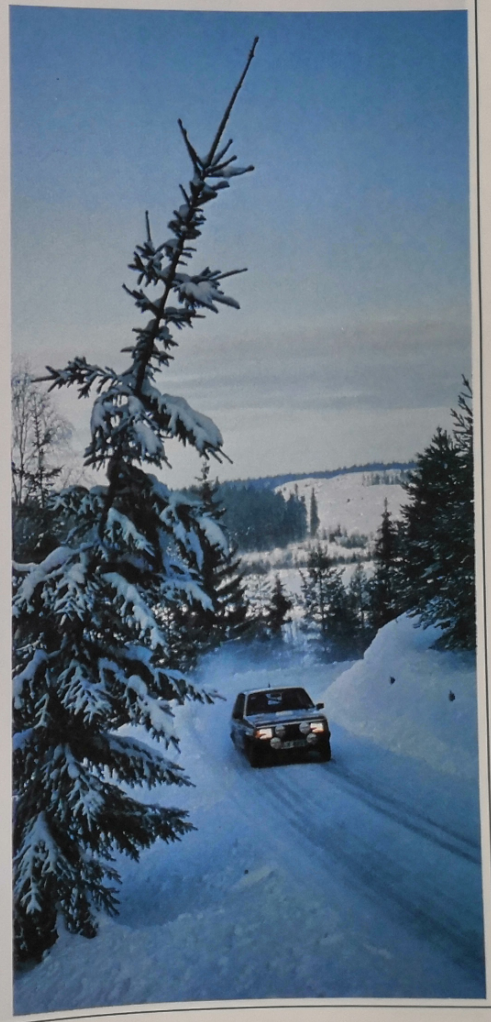
Gert Blomqvist (no relation) finished 12th overall.

50. S. Kottulinsky/Sterner (Volvo 240 Turbo)

Susanne Kottulinsky brought the only surviving Volvo home to claim 20th place.

51. L. Aitken/Morgan (Ford Escort RS 1600i)

A 23rd place overall for Louise Aitken, the darling of the British Junior Team.



Now: at a local amusement arcade, fiddling around, making time pass. (Photo: Malcolm Brian)

WINTER OF DISCONTENT

Then: "Wattie" in days of wine and roses... (Photo: DPPI)

YOU'VE BEEN ON TOP. YOU STILL FEEL ON TOP. YOU THINK YOUR NATURAL DOMAIN IS IN THE RAREFIED CIRCLES OF THE PRIVILEGED FEW – THOSE WHO SET THEIR OWN STANDARDS. YOU DON'T FALTER, BUT THE EDIFICE DOES. SUDDENLY, LIKE A HOUSE OF CARDS TOPPLING, AND THE WORLD COMES DOWN AROUND YOUR EARS. YOU SIT, FALLEN KING, IN BOGNOR REGIS, A CHILL WIND BLOWING. AND LIKE SHAKESPEARE'S RICHARD, YOU BELLOW: MY KINGDOM FOR A CAR!

Keith Botsford

The house is neat, almost too much so, and Bognor Regis is a British seaside resort lacked in the Fifties, in Graham Greene land, with tawdry amusement arcades, fish-and-chip shops, flyblown sweet papers, a shingle beach, crumbling facades. The image of John Watson in his tiny Coast Guard cottage (they've built three houses at the end of the garden and separated him from the sea three hundred yards away), is one of almost ascetic isolation. It's all rather too neatly symbolic.

The man one remembers at the end of the British Grand Prix at Silverstone three years ago, basking in the adulation of the crowd, staying on the podium a full two hours signing autographs, is now a solitary at the faraway end of a telephone line awaiting word as to whether he will have a drive for a season that is only weeks away. Knowing that he isn't in this position because he deserves to be, but because fate conspired to deal him a dirty hand.

But let's hear from him how it came about. And how it isn't all that new to him. *"Yes, I've been in this fix on a number of occasions before now: uncertainty, not knowing if I could continue. But then, not having had the same career that I've had since, the situation felt different."*

Ay, there's the rub.

It comes from one's status. The top is a windy place, but one gets accustomed to it, one grows to like the rarefied atmosphere, one gets to need it, and if you slip down the slope, it can be terrifying, and painful. But John describes himself as a natural optimist (as an Irishman, what else is possible?) and he says he doesn't feel any pain. Not yet. *"I don't feel any pain. As far as I'm concerned, I'll be in F1 in 1984, and until that is not the case, I believe motor racing, F1 and*

→

John Watson are going to be together." The voice rings with conviction. I allow myself a note of skepticism. John, is knowing enough? *"Maybe it's blind faith,"* he says. The operative word being blind? *"Maybe it's my way of being able to live through a period of uncertainty, to be able to live without having to worry about sleeping at night."*

So that old feeling that faith can move mountains. *"I've always believed the opportunity will be there. Only when all opportunities have failed will I have to realise I'm not going to be in F1 and decide what I'm going to do."*

What strikes me as curious is the tenacity with which drivers cling to that mountain top. Why is it that important to them? John's had a long, distinguished career: ten years of it. He's had opportunity, he's been with top teams, he's not made it to the very summit and on the way he's risked life, limb and the integrity of his life, which is rather richer and more articulate than that of most drivers: warm, intelligent, human, funny. Why is it so important just to go on and on?

"I just don't want to find myself at the end of a career in this way. I don't want to end a career because someone else has decided to, but because I want to. I think I'm a reasonable person and I think that's a reasonable request. I like the sport, I like the life of a racing driver. I haven't reached the point yet where I don't enjoy it, that I genuinely dislike the physical and mental preparaton, so I want to continue. I don't want to be like other drivers who have stopped and then miss the world they've left behind. If I stop I want to stop because I no longer get any pleasure out of it."

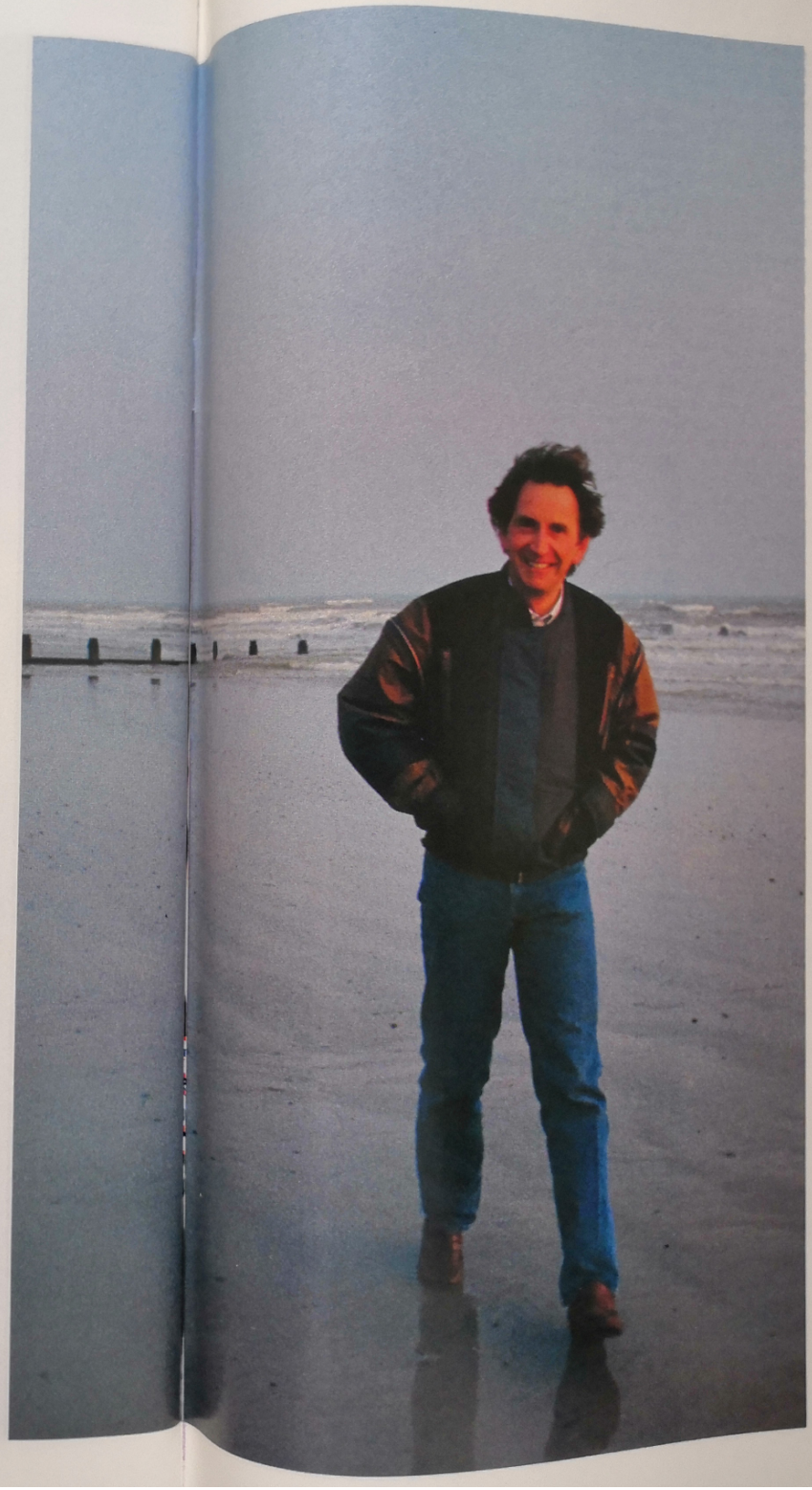
That's part of an answer. But why do they go on? *"While the world is there, each driver has his own feeling about it. For me, it's the driving, for others it could be the money, the fame. I want to prove to myself and others I can do it better. Success is attractive: not the consequences of it. When a driver stops racing, it should be at the natural conclusion to his career. Either he's had a lot of success and consolidates it, plays it safe and retires. He's got his money, his world championship. Then he discovers life outside that world, where he's had a lot of success, is different. It's somehow less real. Racing is real in another way. It's an artificial reality. When you stop and say thank God, that chapter of my life's over, I've got my plane or my yacht or whatever else you hanker after, you think you can now be a normal human being. But being a normal human being is hard to adjust to. Just to live in Bognor is not enough, not to be in the limelight... You become addicted to it. Most just don't have any firm commitment or plan strong enough to keep them going in the aftermath."*

But what is the addictive aspect? *"On a race-track, you are doing something that gives you a tremendous kick. It's excitment. A special, tangible sensation. The show business side, the ego side, the glamour side: what the public sees as the true image of motor racing. It puts you into focus. In my case, celebrity is a mixed bag. Reluctant notoriety. Recognition. It's a form of introverted pleasure. You don't race simply for that, but it's an aspect of it."*

The silver spoon has turned into a greasy one. And you might ask, what does a driver do in a situation like John's? (Photo: Malcolm Brian)

But how did John get himself into the present situation? He would claim it wasn't his doing. Was it just a question of pricing himself out of the market? Laying claim to more than he deserved? *"I don't think so. The situation was a maverick one. One day after the South African Grand Prix last year, Alain Prost found himself out of work at Renault. He immediately went to Marlboro, who where his personal sponsors, and asked them could they assist him to get into Ferrari. Prost wanted Arnoux's place, or the Tambay place offered to Alboreto. Marlboro didn't have that much power over Ferrari, so Alain came to the next team, McLaren. Marlboro made a purely commercial decision. My contract was a yearly contract and was expiring, Niki had a two-year contract. They had a decision to make: was it better to keep me or take Prost? They decided on Prost because it gave them a young world-class driver cheaply."*

Behind which lies a fair amount of politics, clearly. The truth being that Prost, having had his contract with Renault bought up by the Regie could afford to drive for McLaren for peanuts; his money was in the bank.



Long walks and ample time for reflection. But does John know where he's going? (Photo: Malcolm Brian)

Only in 1985 does Prost cost Marlboro anything real. *"Had the situation of contracts been different, and that Niki had the one-year contract and I the two-year, would Niki have been the one to go?"* Watson doubts that Lauda will stay beyond 1984 anyway.

Had there been long negotiations at McLaren before Prost's arrival on the scene? *"Not negotiations. We never got into that. Discussions, yes. But McLaren had been talking around to a lot of other drivers anyway. Something that's not calculated to make you feel at ease and secure. At that time, I didn't want to pay the price I paid for my loyalty in 1982 and put myself in a weak negotiating position, so I went around to a number of teams and said, my situation is such, would you be interested in me? I don't think many teams thought I was serious, but it was something I felt I had to do. But it was only coming back from South Africa that Paddy McNally of Marlboro talked to me about what I might want for 1984. At the time, there just wasn't any real choice for McLaren. Within 24 hours, Marlboro had to make a decision and it was made on purely commercial reasons. Marlboro was on hard times, profits were falling, Prost came cheap."*

A shock? How did John find out? What was it like to be out in the cold? Prost had been much talked about for Ferrari: surely he was a threat all along? *"No, I had no real inkling and the likelihood of Prost leaving Renault was so remote that no one believed it. His staying had been decided for him before he went to South Africa: he had a contract negotiated; he would stay whether he won or not. The decision to sever Prost's connexion with them was Renault's."*

"SUCCESS IS ATTRACTIVE: NOT THE CONSEQUENCES OF IT"

Was that, by the way, a wise decision on Renault's part? *"It will be easier to judge in a year, but I think for any team to allow any driver to become so powerful as Alain had become at Renault is a mistake."*

So John was safe at McLaren and felt safe. Why not? *"If you're with a team for five years, it's like a marriage. You think you're still with them even when you're divorced. Out of habit, I still think of myself as a part of McLaren."*

Another parenthesis, then. Is this likely to be a McLaren year? *"Looking at what's taken place, probably not. It's taken quite a long time to make the sort of progress you need to have a consistent winning car. Consistency wins this year. That's not there yet. Nor is the driver balance the best in terms of harmony. Niki and Alain are too much alike. They're both egotists. They want the best for themselves, each of them, and that's not going to be easy to achieve. Niki won't have an easy year, and Alain is very manipulative. Also, McLaren know that Niki won't stay next year... Two selfish people dissipate a team's energies. Two drivers both capable*

of winning is good, but two alike in their character is bad. Niki has a contractual priority in testing. He can impose his terms. That's not the best way to go testing."

Back to the hard news. *"On the Monday or Tuesday after South Africa, back in England, I began to get the news from various sources. On the Tuesday evening, I finally called Alain and I asked what was happening. He said, 'I've been to see Marlboro. I want to drive a Ferrari or a McLaren'. He was very open about it. I didn't blame him. Then I spoke to Niki and asked him to find out. Niki couldn't get through to Marlboro, but then John Hogan called Niki and said Prost was there to sign a contract and would be driving for the team. Niki said, 'It doesn't look good'. Finally McNally called and said*

Prost had signed: thank you very much. And that was that. I don't think Niki was happy about it. We had a good relationship, Niki and I. My strength with Niki was that I'd had a better record than him. But he had a two-year contract. It's as simple as that. But yes, I think he would rather have me than Alain."

So what does a driver do in that situation? He can't fight back: not against commerce; he can only move on. So John began the rounds. First with Lotus. *"Lotus made a formal offer, which I turned down, for many reasons. The package wasn't right; there were elements that weren't what I required. Finance was part of it. Money isn't all that important; the package is. I'm not mercenary. At the time we talked, we didn't know if they could get Goodyears. Had they known that, that might have shifted my position."*

I wanted to lay the ghost to rest – for figures had been bandied about – that John had priced himself out of the market. *"Not for my record, not for what I know I can do,"* answered John. *"Lotus may have found the value I put on my services high, but they were the only team I actually negotiated with."*

The only other serious expression of interest apart from Brabham came from Guy Ligier, who was looking for a top driver. With some desperation. *"Ligier came to me at Brands Hatch. I talked with Guy and with Danny Hindenhock. They approached me, but really, in the case of Ligier, I may well have priced myself out of the market. The fact is, whenever I called, I couldn't get any sense out of anybody. Telexes were sent and never replied to; I just figured they wren't interested."*

"Toleman was another team I talked to, but we never got down to serious conversation. Potentially it's a very good team. I was faced with the package that Derek Warwick had refused: if he didn't want it, why should I accept it? I'd have been doing myself no favour by accepting that package."

That left Brabham.

That leaves Brabham.

"Of all the drives available, the Brabham is arguably the best drive available. Full stop. Under any circumstances, much less my own. I don't want to race in F1 except under the most competitive conditions."

So, does a driver in John's position bow out rather than take the best? Can he not moderate his ambitions, ride with the tide, keep in shape in hope of happier days to come?

"The truth is, that neither Ligier nor Toleman were really satisfactory, and nothing really good was left. What was left was a dream. I didn't even consider the smaller teams. There'd be no point. Spirit? RAM? No, the Brabham drive is the obvious choice. It's obvious to me and I suppose it's obvious to them.

"But their sponsor wants an Italian driver to replace Patrese. I've told them I'm willing to change my name to Giovanni Watsoni, but I don't think that's going to make the difference. I'll do anything reasonable to have that drive."

And not anything unreasonable? *"What's unreasonable?"* asks John, the soul of reason. *"We get along. The situation in the team is objectively just right. It fits. And that's what I'm holding my breath for?"*

Despair creeps into the soul?

"No, I still suffer from blind faith. I believe I'll get the drive."

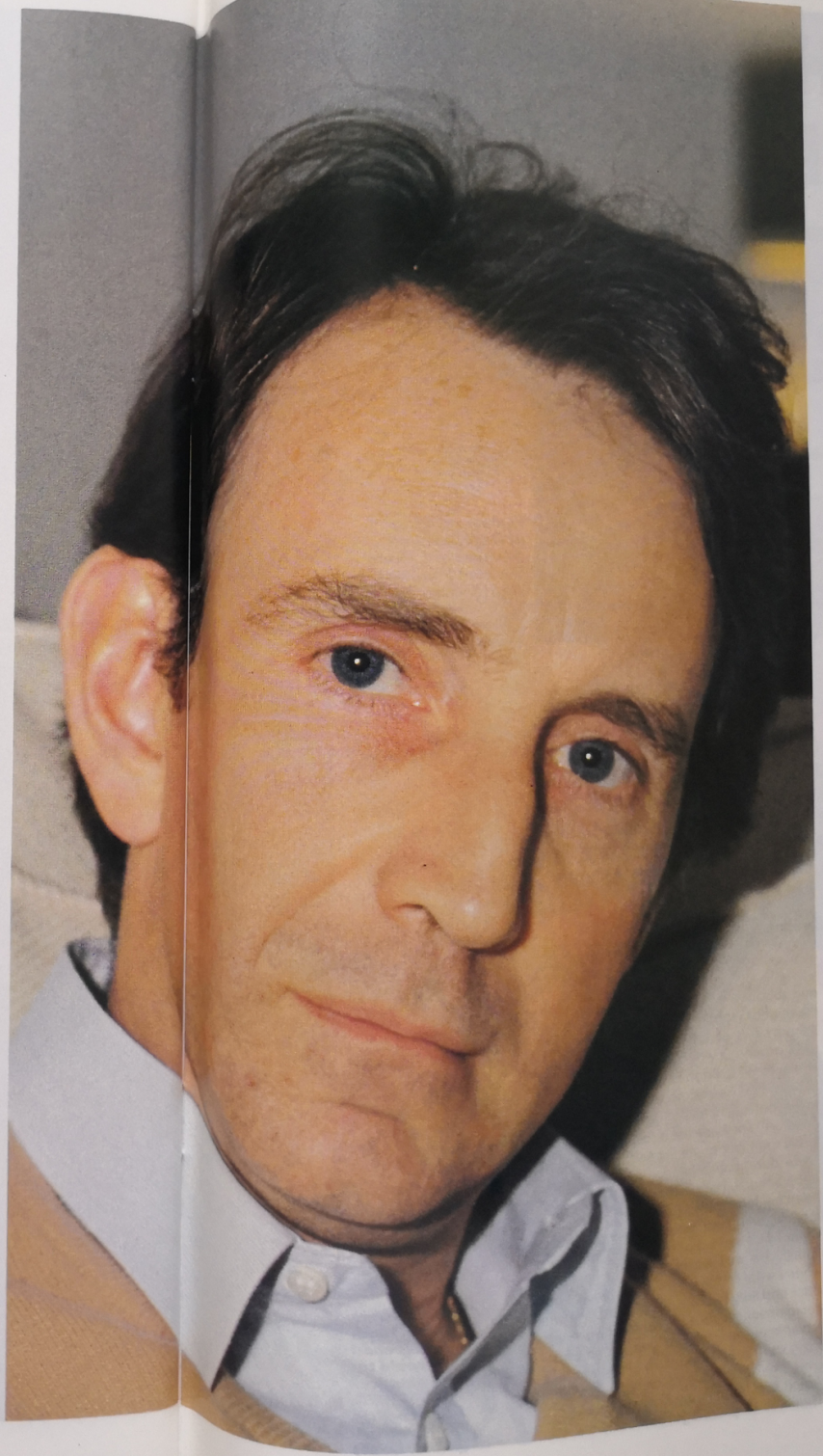
What does a driver do in a situation like John's? *"He fiddles around. He makes time pass. You can't sit down and work out a programme of what you want to do. There are options. Sports car races. Alternatives. I can't be positive about it, not while F1 is still possible. It's just frustrating, not being able to determine your own future, to be dependent. But that's part of the F1 driver's life. You don't hang around waiting for phone calls. You make them yourself."*

WAS IT A QUESTION OF PRICING HIMSELF OUT OF THE MARKET?

"I don't ring Bernie regularly. But often enough. To find out what's going on. But I know Bernie's situation. Who drives his second car is not the thing at the top his mind. When the time comes for him to decide, he'll make his choice. When it comes up, he'll just say, in that way of his, 'well, do you want to drive for us or don't you?'"

But time is growing short. The Brabham team is off to South Africa to test. A cliffhanger. Logic says, however, that something is going for John. No Senna. Fabi? But Fabi has contracts in the United States. If he broke them, what would the effect be on F1 in the United States? Brabham is in a bind, Brabham may not want an Italian driver, but then Fabi's not your typical Italian. He, too, fits.

It's all supposition, isn't it? One must always think of the worst possible alternative. No drive this year. Would 1985 see John back? *"I'm saying this now and I can't really say what it would be like when it came right down to it, but if I don't drive a race in 1984, I wouldn't be driving in 1985. If you get out of the habit of driving in F1, certainly at my stage in my career, it is probably too difficult to come back in. Certainly with a top team. Niki did it, but the difference there is that Niki had already won two world championships. And he had a face."* (Which John promptly, and rudely, mimes.)



The house is neat – the man too. Still, the chill wind blows. (Photos: Malcolm Brian)

WHAT WAS IT LIKE TO BE OUT IN THE COLD?

Is that just a marketing problem? Or is there a human, a physical, a technical lag? *"Marketing is important. After a year, you don't walk in through the front door. You knock at the back. Like Tambay: through accicent. But also the sport grows up without you. You're not on the leading edge of the sport any longer."* Maybe, your inner marketing no longer works so well. You lose confidence in yourself. Things get to be a greater effort. So one is at the point of decision. If Brabham does not come up, then, as John says, he will have to *"think things out and come to a decision."* Sports cars, endurance, America, CART, club racing. The desire is there, the feel is there. The anguish is also there. It's hard to whistle on tune in the dark.

"Is it right to let your pride keep you from doing something you still want to do?" asks John. For one has one's pride. *"Maybe not. But I enjoy racing. I'll stop when I want to stop. That's the right way and I think I'm in a position to do that. If I go into Group C, I won't look over my shoulder and think of F1. It's just different. Whatever racing I do, I want to actually enjoy it, look forward to it."*

Still, the chill wind blows. The house is small, punctilious, remote. It's not in touch with the wide world in which John feels at home. F1 has been his home. As Derek Bell said, with whom I dined in nearby Pagham on the way back from Bognor, *"racing is all John knows. I can worry about the stables and the eaves of my house. John seems to have nothing else going for him."*

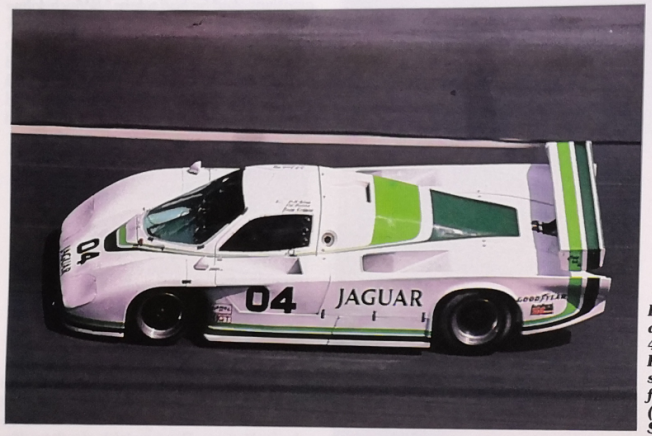
The man who puts all his eggs in one basket stumbles – it is an accident – but the eggs are broken and there's no meal to put on the table. F1 racing is an enclosed world. When you're in it, it's an all-embracing family. Quite literally, it consumes you. What's outside it is no longer of any real interest. Normal life, then, you-and-me life is not easy to settle into. Play your Hi-Fi, read the papers, follow the sport at one remove: for that you need a settled life, perhaps a family, roots. How do drivers put those roots down, whose life is ephemeral, threatened, total? John is one of the brightest and best and he has no real answer to that.

And then the day always comes, doesn't it? If it's not this year he has to quit, it'll be next year.

Yes, but in his own mind, John adds: *"Yes, but then it will be on my terms."*

Not as a result of a cruel twist of fate. □

THE PHOENIX



Fastest race lap at Daytona. And 47 years old. Brian Redman has just signed with Jaguar for 15 races. (photo: Harald Strebelle)

MEN AND MACHINES IN THE JAGUAR PIT ARE SHARPLY OUTLINED BY THE STARK WHITE LIGHT OF TWO ENORMOUS SPOTS. IMMACULATELY PRESSED OVERALLS SIT AWKWARDLY ON AN OTHERWISE ORDINARY LOOKING MAN. HE SLOWLY SLIPS ON HIS HELMET, PICKED OUT IN GREEN, THEN STANDS ASIDE TO PREPARE HIMSELF FOR A NIGHT STINT. IT'S BEEN MORE THAN 13 YEARS SINCE BRIAN REDMAN FIRST GAVE UP COMPETITION – BUT TODAY, HE'LL SIGN HIS NAME TO THE FASTEST RACE LAP OF THIS SEASON'S DAYTONA 24 HOURS.

by Didier Braillon

From my place in the next pit over, where Derek Bell is talking with Bob Wollek, I watch Redman out of the corner of my eye. It's obviously not the moment to break in on him. His calm is controlled and makes me fidgety. His eyes are blank and you might almost think that he was bored, or slightly ashamed to be here. *"There's no fool like an old fool,"* he said at Miami last year on the occasion of his n-th comeback. What better proof of his obsession, especially when taken with another image that comes to me from Jarama in 1968. In those days, I was a young, amateur photographer. I had been shocked to see Redman calmly remove a pivot tooth and slip it into the pocket of his overalls just before the start. It was an act outside of my ken and did not at all fit my idea of a Grand Prix driver. For another thing, I was presumptuous enough to think this Englishman did not have the stature of F1.

His close-cropped hair, nondescript ways, and subdued behaviour didn't project the allure of a Graham Hill or a Jackie Stewart. When news of his impending retirement went around, it was of no great concern. That was 1970. Brian Redman was 33 years old and had a very impressive string of victories behind him. *"I didn't want to drive anymore. The series of disasters that struck motorsport got to me – because I had lost some dear friends. There was Jim Clark, Mike Spence, Ludovico Scarfiotti, who had been my teammate in F1 at Cooper, Lucien Bianchi, who had looked after my affairs when I was injured at Spa, and Chris Williams... He was testing an F2 in England, when I went off for a half-hour's lunch. I got back and they told me he was dead. My wife could no longer take the constant worrying, never knowing... My kids, James and Charlotte, were 6 and 2. I had a chance to take over an automobile dealership in South Africa and I turned my back on driving."* That was 13 years ago, but today we're at

"Sprints where even a tenth of a second could tip the balance" – 1973, in a Scuderia Ferrari. (photo: DPPI)

Daytona. To get away from the ruckus of Group 44, the extremely professional team running IMSA Jaguar XJR5s, I take Redman into the Benny Kahn Pressroom. In relative peace and quiet, we begin our journalistic tête-à-tête. Forearms resting on his knees,

"MAYBE I SIMPLY LACKED THE NECESSARY AMBITION."

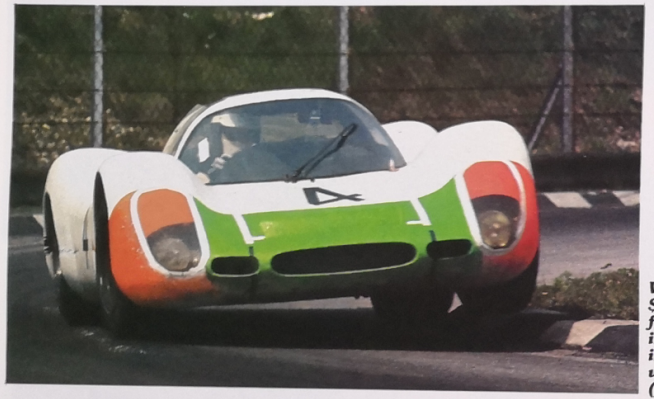
head down, Brian sits across from me, speaking slowly, carefully choosing his words. It's like the '60s were yesterday and he begins to review the first years of his aborted career. Looking forward to this interview, I had boned up on my subject. But I don't dare interrupt, and Brian gives me a new angle on the dates and details of his many victories.

We talk about 1967 and 1968 when he first drove down the victory lane in a GT40 with Jacky Ickx then Joseph Siffert. Next came the fabulous season of 1969 when he won five times driving a Porsche 908. There was Syd Taylor's Lola T70, the monster Porsche 917, and others – he analyses them all, dissecting their qualities. But with no trace of regret, and without showing any particular emotion. Only once do Brian's eyes light up. He tells me about Spa, in 1970, at the Sports 2000 cc European Championship Final. It's Redman in a Chevron B16 against Jo Bonnier's Lola. And they're on the same circuit where two years earlier Brian's Cooper-BRM broke its suspension, flew off the track at the Combes corner, and landed upside down on a parked car. There was a fire and Redman's forearm was seriously injured.

"I won the championship on the last turn, on the last lap. Bonnier and I had raced side by side for 500 km at a demonic pace. Just think, with my little 1800 cc engine. I beat the best time set a few months earlier by a 3000 cc Porsche 908."

It would seem this accomplishment is one of his fondest memories. I take advantage of a pause to steer the conversation in another direction. Since we're talking about 1970, I want to know what he thinks of the De Tomaso affair in Formula 1. Entered by Frank Williams, this car had retired at Brands Hatch and did not qualify at Hockenheim. Brian is nonplussed. He doesn't remember, and I have the impression of having knocked a delicate mechanism out of kliter. Already, when I had brought up Cooper for whom he had driven three Grands Prix, he had crawled back into his shell. This confirms my impression that Brian never really had F1 in his blood. Rather he was content with his reputation as an excellent Sport Prototype driver, as Joseph Siffert's impressive teammate, and as an up-and-comer. Was this his personal choice, or an attitude dictated by circumstances?

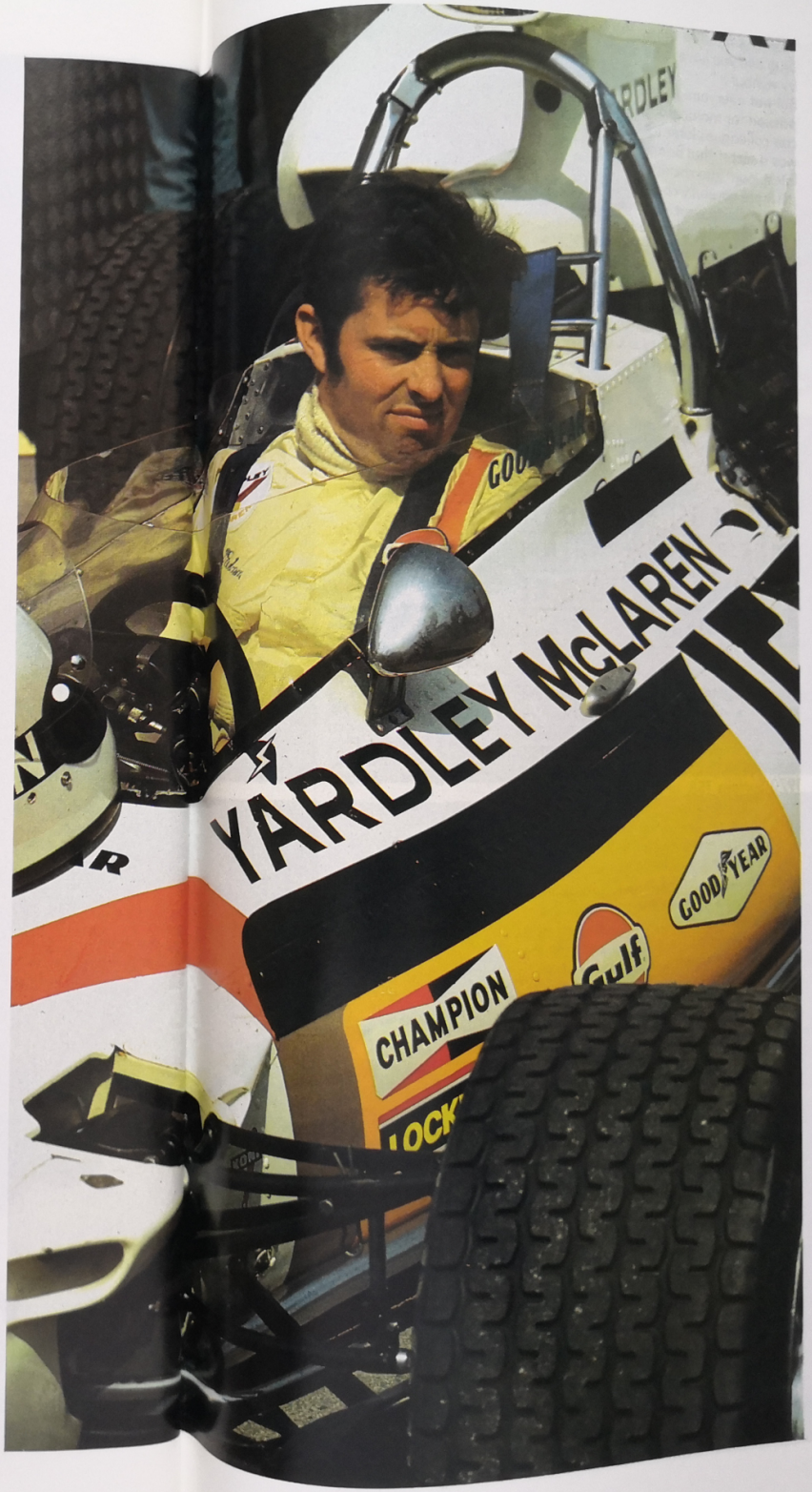
"I had some offers at that time, mostly from Ken Tyrrell. But with a good 30 years under my belt, I thought I was too old to really get started in an F1 career. Also, I didn't feel motivated by that kind of competition. Even in 1972, with McLaren, I was never particularly happy. It was a good car, but something was still missing. Monaco in the rain, when Beltoise won, I finished 5th without really trying. At Clermont Ferrand, I twisted my ankle on the hotel stairs and it was a bother. At Nürburgring, I finished 5th in a lackluster race. The car was a pig because of repairs made after a shunt during tests. On cold rubber, I lost it going onto the main track. And the clincher, at Brands Hatch in a non-championship race, the tip of my shoe, which I had cut off, got stuck under the brake pedal."



With Porsche for $750 per race: five victories in 1969, three in 1970 – all with Jo Siffert. (photo: DPPI)

"I HAD RETIRED WITHOUT REALLY THINKING – I WAS DEPRESSED – AND I REALISED IT HAD BEEN A BIG MISTAKE."

Later, when his defenses are down, I get him to tell me about Shadow, for whom he drove three Grands Prix in 1974. *"Don Nichols, the boss at Shadow, had already approached me the preceding season. I took a drive at Watkins Glen, but refused the rest. When Revson got himself killed during private tests at Kyalami, Don was up against it. I bit the bullet and went to help him out. There was Jarama, then Zolder, then Monaco. I was Jarier's teammate. At the finish of Monaco I went to see Don. And I let him know I was ready to throw in the towel. Formula 1 had become an albatross hanging around my neck. Now that I've had time to reflect, I say to myself maybe I simply lack the necessary ambition. The pressure, the Grand-Prix show, the politics, although less then than nowadays, just weren't my thing."*



"I was never particularly happy" – Monaco, Clermont Ferrand, and Nürburgring for McLaren, in 1972. (photo: DPPI)

I WAS PRESUMPTUOUS ENOUGH TO THINK THAT THIS ENGLISHMAN DID NOT HAVE THE STATURE OF F1. HE DIDN'T PROJECT THE ALLURE OF A GRAHAM HILL OR A JACKIE STEWART.

McLaren in 1972, Shadow in 1974 – both jobs taken on after his retirement.

"At the end of 4 or 5 months, I started to get bored. The work didn't hold my interest, and a lot of promises hadn't been kept. The Johannesburg sunshine was no longer enough to offset my disillusionment. And I didn't want my children to grow up in the midst of South African politics. I had retired without really thinking – I was depressed – and I realised it had been a big mistake."

Brian Redman came back in April, 1971. Without a drive, he nonetheless thirsted after racing. He made a brilliant showing in a BRM CanAm at Monza. And the next thing, he had been recruted by Enzo Ferrari for the two following seasons. A terrific contract, a first-class team, and the right moment.

"It was one of the golden ages of endurance racing. Fantastic battles developed between Matra and Ferrari. Against Beltoise, Cevert, Pescarolo, and Larrousse, we could count on, depending on the race, Reutemann, Merzario, Pace, Regazzoni, Ickx, or Andretti. These were real speed races, with tremendous sprints where even a tenth of a second could tip the balance."

Yet that didn't stop Redman from discovering a new passion. The great Sport Prototype driver became an instant enthusiast of single seaters: the Formula 5000 cc cars with Chevrolet V8 engines. Their 500 bhp matched the horsepower of existing F1. In short, there were all the advantages of the Grands Prix, without the disadvantages.

"Chevron got me going by building me a car to race in the North American Championships. I was immediately taken with the great atmosphere, and the level of driving was pretty high. Donohue, Jones, Al Unser, Scheckter and Andretti were all driving F5000 at that time. In spite of the air travel, jet lag, and the bother, I'd at last found a shoe that fit."

A Lola chassis from the North American importer Carl Haas, a Chevrolet engine run up by Franz Weiss at Chaparral in Texas; it was a winning combination and Brian Redman would reign for three consecutive seasons as F5000 champion. From 1974 to 1976, he finished 52 times in either 1st or 2nd place. But in 1977, alas, F5000 came to the end of the line. The track owners were howling, claiming they were losing their shirts because there was no longer anybody interested in going to an F5000 race. But rather than cry in their beer, the teams set to work converting the single-seater chassis into CanAms – merely the affair of fitting new bodywork with an enveloping design. And Brian Redman went right on ahead driving his favourite kind of car. Then, in 1977, on the Sainte Jovite circuit in the Parc du Mont Tremblant, the inevitable accident happened.

"After 30 or so test laps, I had the angle of attack of the front spoiler lowered because I'd noticed some oversteer. On the straightaway, the car left the ground, then went over backwards. I got tangled with the roll bar, broke some ribs, and injured my neck. And to top it all off, the ambulance taking me to the hospital had a blowout at 90 mph on the motorway."

For months afterwards, Redman had no feeling in his left leg and arm. When he would try and read the paper, the words would dance on the page. He was 40 years old, and nobody expected to see him ever again behind a wheel. But 17 months later, he won the Sebring 12 hours in a BMW.

"I was broke. Even the best years of my career never brought in all that much money. At Porsche, in 1969, my salary, which was one of the best in the world, was only $750 per race. So I accepted Carl Haas's offer to take care of Lola sales in the United States. We left England, to move to Chicago."

The "windy city" had no charm for Redman, but his back was to the wall. Uprooted in order to survive, he still raced five or six times that year, then in 1981, Ralph Cooke bought an IMSA Lola T600. From being a salesman, the Englishman again became a driver. It was his second comeback, and he carried off the championship – five 1st and five 2nd places in 10 races. And at 44 years old.

"ON THE STRAIGHTAWAY, THE CAR LEFT THE GROUND, THEN WENT OVER BACKWARDS. I GOT TANGLED WITH THE ROLL BAR, AND WAS SERIOUSLY INJURED."

This season, again after a couple of years of semi-retirement, Redman is throwing himself into full-time competition. The phoenix has risen once more to race 15 times with Jaguar.

"I always need to drive. The track is like a drug and you have to be pretty strong to get by without it."

But not everyone is thrilled with Redman's passion for motorsport. One of my American colleagues later told me, pretending it was a secret, that Brian's wife had taken his latest jaunt into racing rather badly. Yet, in still more carefully chosen words, devoid of passion, Brian went on to tell about his business activities over these last 2 years.

"We've moved to Florida. To Jacksonville, where the climate is fabulous in the winter, but too hot and humid in the summer. Thanks to help from Deborah, Peter Gregg's widow, I've been able to set up a little business, which works on her concession from Brumos. Being in business in the US isn't easy, and all the deal does for me is mostly keep me awake at night. I'm just starting to get out from under, by diversifying my activities. As a hobby, I've started dealing in classic race cars."

"I WENT OFF FOR A HALF-HOUR'S LUNCH. WHEN I GOT BACK THEY TOLD ME HE WAS DEAD."

His face lights up and with no apparent effort, he talks about a 1936 Morgan, a 1950 Lancia Asturia, a 1961 Aston DB4GT, a 1938 Mercedes, a 1965 Lotus 33, a 1956 Maserati 200SR, a 1951 Jaguar XK120, a 1970 Surtees TS8, or a 1972 Mirage-Cosworth. It's his hideaway, which helps him put up with the routine of his work. He's up at 06:15, in the office from 08:00 to 19:00, 6 days a week. Now there's the Jaguar contract, and he has had to hire a sales manager, a good one, someone he can count on. At 47 years of age, Redman is starting to enjoy a touch of financial success for the first time. Jacksonville, on the other hand, is not his dreamland.

"I like to think that someday I'll return to England. The life-style to which I had become accustomed in the Yorkshire farm country is very hard to find anywhere else. Social standing is clear cut, everyone knows his place, and the hierarchy depends less on money than on your ancestry. Farmers and street sweepers alike are happy, without being inordinately ambitious, and the local pubs are all they need to keep up friendships. If I'd been ambitious, if I'd gone after a Grand Prix career, I'd probably have a farm. I'd go fox-hunting twice a week, and that'd be the gest of it."

Bitter? Not really, but nevertheless fate hasn't been particularly kind to Brian Redman. And he's had to grasp at straws, which occasionaly has led him to disaster. Yet he remains totally English and keeps the proverbial stiff upper lip. Look up "Outfoxed," one of Tex Avery's best cartoons. The fox sipping its cup of tea is without a doubt the ultimate personification of Redman's most secret self – without the pivot tooth, of course! □

"I went to see Don Nichols. And I let him know I was ready to throw in the towel" – Monaco 1974, the last of four Grands Prix for Shadow. (photo: DPPI)

"I'd at last found a shoe that fit" – three F5000 titles, with Lola and Chaparral, between 1974 and 1976. (photo: DPPI)

POST

GPI'S NEW FORMAT: THE BATTLE RAGES...

Gentlemen:
As a faithful GPI reader ever since it first appeared, I must say that I am disappointed by the formula which you have adopted. Nevertheless, I bought GPI number 74 in order to make my final judgment.
I must now confess that your Editorial ("Flak Back") made it easier for me to understand what you're hoping to do. Perhaps I will be able to find something to interest me in the sport outside F1.
Congratulations to your writers and photographers!
Jacky Pichard, Olivet, Loiret, France.

Dear Sirs:
The first editorial in the "new format" GPI anticipated a great deal of heavy flak – which you deservedly got. If you sincerely believe that the new magazine will be the stronger for considering motorsport in its three main forms, why, then, did you introduce the old-style, very exclusive GPI in the first place?
As your editorial said, each form of competition has its own contribution to make, separate and distinct. And that, I believe, is the way it should stay: separate and distinct.
Rest assured, I will give you a chance to prove yourselves and to "broaden my horizon". But I also hope that GPI will be more responsive to us, the readers.
Simon Jones, Enfield West, Middlesex, England.

Dear Sirs:
Although I'm only 15, I have been a devoted fan of both Formula 1 and *Grand Prix International* since 1982. But when I learned that the format of your magazine would be altered for 1984 I was rather concerned.
My mind has been put at rest, though, after seeing the first issue of 1984. I enjoyed reading about rallying and the Daytona 24 hrs. And although the Formula 1 season isn't yet under way, the report on the testing in Rio was enough to satisfy my thirst for the centrepiece of motorsport... until the next issue.
In 1983 I saw my first Endurance race. I also attended my first rally. I intend to repeat both experiences this year. With a magazine of your calibre covering every one of those events, it will make them all the more enjoyable for me.
So much for your reader Philip Clarke! I think his theory is wrong that your F1 coverage will suffer from the change in format. And as for Mr Clarke's trouble in finding a copy of GPI, I suggest that he does what I did and take out a subscription.
Keep up the good work!
Stephen Gittoes, Ludlow, Shropshire, England.

Three letters chosen at random from our mailbag... and three very different reactions from three readers. Please keep writing, folks. – The Editors.

SCRIPTUM

DES BOLIDES EN OR

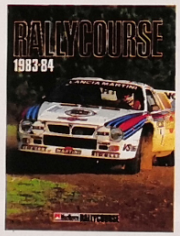
Jean-Pierre Dubreuil,
Éditions Lieu Commun, 37, rue de Turenne 75003 Paris, France.
Price: 75 francs

This book will frustrate any non-French speaking reader, for it is a very reasonable attempt to let Formula 1's financial cat out of the bag. Author Dubreuil, unfortunately, is no expert on Grand Prix racing, with the result that he commits a few howlers which will have the purists rolling in the aisles. Nevertheless, it is only by keeping one's distance that one can really scratch below the surface of a subject (the cash to be made from motorsport) which is normally regarded as taboo. This volume should certainly leave several F1 celebrities worried. What is to be made, for example of the cheque for 400,000 (French) francs which found its way from FOCA, in 1981, into the personal British bank account of one Jean-Marie Balestre?
Two ❩, unique.

THE POWER TO WIN

John Blunsden
Motor Racing Publications Ltd., 28 Devonshire Road, Chiswick, London W4 2HD
ISBN 0 900549 77 7
Price: £ 12.95

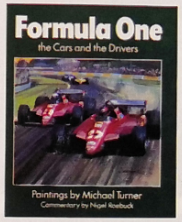
Published in July 1983, this unusually informative book appeared just a little too soon to commemorate what may have been the final GP victory (Alboreto/Tyrrell/Detroit) of its subject, the Ford-Cosworth "family" of race-winning V8 engines. Author John Blunsden (motor racing correspondent of *The Times*) has already written the story of the birth of the Cosworth DFV (*"Such Sweet Thunder"*), and this volume lovingly follows the development of the engine in later years to its successes at Indianapolis, Le Mans and elsewhere in addition to the record total of 155 world championship F1 wins. Packed with fascinating black and white photographs and cutaway drawings, there is also a small section of historic colour photographs.
Three ❩, essential history.



RALLYCOURSE 83-84

Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey TW10 6RE, GB
ISBN 0 905138 27 9
Price: £ 14.95

Like Der Rallyesport 83-84 (its German counterpart), Rallycourse draws extensively on the photographic work of Reinhard Klein, which is a recommendation in itself. Although the layout and printing leave something to be desired, this is a worthy volume to accompany its racing stablemate, Autocourse. Among the personalities interviewed this year are Mikkola, Gumpert and Brookes, and there is an affectionate look back at the Austin Healey 3000 sports car which dominated the sport in the '60s. Always popular is the "Top Ten" driver assessment (with world champion Mikkola losing out to Röhrl).
Two ❩, could improve.



FORMULA ONE: THE CARS AND THE DRIVERS

Michael Turner & Nigel Roebuck
Temple Press, Astronaut House, Feltham, Middlesex, England
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Michael Turner is the only contemporary motor racing artist who regularly visits the Grand Prix races. Perhaps inevitably, many of his paintings are aimed these days at commercial sponsors, but in 27 years he has been able to document, with great affection, the highlights of Grand Prix racing. Spectacular though many of his paintings are, however, we prefer the detail and insight of his pencil sketches, many of which are also reproduced in this book. The text which accompanies each painting provides a little window on to events which may have been long forgotten, all the more authentic thanks to Roebuck's mania for cassette recorded interviews with his boyhood heroes.
Three ❩, a unique record.

Black Power

John Player Special King Size